LOS ANGELES COUNTY
METRO AREA PLAN
RECIRCULATED DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

JUNE 2023 | STATE CLEARINGHOUSE NO. 2022020274

LA COUNTY PLANNING

Recirculated Program
Environmental Impact Report

Los Angeles County Metro Area Plan

PROJECT NO. PRJ2021-004165

STATE CLEARINGHOUSE NO. 2022020274

JUNE 2023

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

LA COUNTY PLANNING

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
µg/L	micrograms per liter
2004 Design Manual	Technical Manual for Stormwater Best Management Practices in the County of Los Angeles
2009 LID Manual	Low Impact Development Standards Manual
2010 Design Manual	Stormwater Best Management Practice Design and Maintenance Manual
2017 Scoping Plan	California's 2017 Climate Change Scoping Plan
2045 CAP	Los Angeles County 2045 Climate Action Plan
3rd Street Specific Plan	East Los Angeles 3rd Street Transit-Oriented District Specific Plan
AB	Assembly Bill
ACC	Advanced Clean Cars
ACC	air-cooled condenser
ACM	asbestos-containing material
ACOE	U.S Army Corps of Engineers
ACT	Advanced Clean Trucks
ACU	Accessory Commercial Unit
ADT	average daily traffic
ADU	Accessory Dwelling Unit
AEE	Federal Aviation Administration Office of Environment and Energy
AF	acre-feet
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
APS	Accessible Pedestrian Signal
AQMP	Air Quality Management Plan
ARA	Agricultural Resource Areas
ASI	Access Services
ASNA Act	Aviation Safety and Noise Abatement Act of 1979
AUF	acoustical usage factor
BAT	Best Available Technology
BenMAP	Benefits Mapping and Analysis Program
BERD	Built Environment Resources Directory
bgs	below the ground surface
BMP	best management practice
BOS	County of Los Angeles Board of Supervisors
BRT	bus rapid transit
Building & Safety	Los Angeles County Department of Public Works, Division of Building and Safety
CAAQS	California Ambient Air Quality Standards
Cal Domestic	California Domestic Water Company
CAL FIRE	California Department of Forestry and Fire Protection
Cal Water	California Water Service Company

Acronym/Abbreviation	Definition
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CalEMA	California Emergency Management Agency
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards Code
California MUTCD	California Manual on Uniform Traffic Control Devices
CalOES	California Office of Emergency Services
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
Capital Flood Areas	Los Angeles County Capital Flood Severe Flood Hazard Areas
CARB	California Air Resources Board
CBC	California Building Standards Code
CBIA	California Building Industry Association vBay Area Air Quality Management District (2015) 62 Cal.4th 369, 377
CBMWD	Central Basin Municipal Water District
CCAP	Community Climate Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Order
CDOC	California Department of Conservation
CDU	Charles R Drew University of Medicine and Science
CEC	California Energy Commission
CEO OEM	Chief Executive Office - Office of Emergency Management
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERP	Community Emissions Reduction Plan
CESA	California Endangered Species Act
CFC	California Fire Code
CFMA	California Master Cooperative Wildland Fire Management
CFR	Code of Federal Regulations
CGC	California Government Code
CGS	California Geological Survey
CH_4	methane
CHRID	California Historical Resource Inventory Database
CHRIS	California Historic Resource Information System
CIP	Capital Improvement Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society

Acronym/Abbreviation	Definition
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COG	council of governments
COE	Los Angeles County Office of Education
Connect SoCal	2020-2045 RTP/SCS
Connect Southwest LA Specific Plan	Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
County Code	Los Angeles County Code
County Register	Los Angeles County Register of Landmarks and Historic Districts
County	County of Los Angeles
CPRP	Community Parks and Recreation Plan
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSD	Community Standards District
CSMD	Consolidated Sewer Maintenance District
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CUSD	Compton Unified School District
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DHS	Department of Health Services
DNL	day/night average sound level
DOC	Department of Conservation
DOGGR	Division of Oil, Gas, and Geothermal Resources
DPH	Los Angeles County Department of Public Health
DPM	diesel particulate matter
DPR	Los Angeles County Department of Parks and Recreation
DPW	Department of Public Works
DRP	Los Angeles County Department of Regional Planning
DTSC	Department of Toxic Substances Control
DTSC-SL	DTSC-modified screening level
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EJSM	Environmental Justice Screening Method
ELA	East Los Angeles
EMS	emergency medical service
EO	Executive Order
EPA	Environmental Protection Agency
EPS	emissions performance standard
ESCP	Erosion and Sediment Control Plan

Acronym/Abbreviation	Definition
ESL	Environmental Screening Level
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FFCP	Florence-Firestone Community Plan
FFTOD Specific Plan	Florence-Firestone Transit Oriented District Specific Plan
FFTOD	Florence-Firestone Transit Oriented District
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GAMA	Groundwater Ambient Monitoring and Assessment
General Plan	Los Angeles County 2035 General Plan
GHG	greenhouse gas
GIS	geographic information system
Golden State	Golden State Water Company
GTrans	Gardena Transit
Guide	Oak Woodlands Conservation Management Plan Guide
GVWR	gross vehicle weight rating
GWP	global warming potential
GZD	Green Zone District
HAP	hazardous air pollutant
HIA	health impact assessment
HSC	California Health and Safety Code
GZP	Green Zones Program
HCD	California Department of Housing and Community Development
HERO	Human and Ecological Risk Office
HEU	Los Angeles County's Housing Element
HFC	hydrofluorocarbon
HHWE	Household Hazardous Waste Element
HMA	Hillside Management Area
HMBP	hazardous materials business plan
HOLC	Home Owners' Loan Corporation
Housing Element PEIR	Los Angeles County Housing Element Update
Housing Element	2021-2029 Housing Element
HPO	Historic Preservation Ordinance
HQTA	High Quality Transit Area
HSC	California Health and Safety Code
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
I	Interstate
ICS	Incident Command System

Acronym/Abbreviation	Definition
IFC	International Fire Code
IP	invertebrate paleontology
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
Ips	inches per second
IQ	intelligence quotient
ISI	Institute for Sustainable Infrastructure
ISO	International Organization for Standardization
ITE	Institute of Transportation Engineers
IWMP	Idle Well Management Plan
JADU	Junior Accessory Dwelling Unit
kBTU	billion thousand British thermal units
kHz	kilohertz
Kizh Nation	Gabrieleno Band of Mission Indians - Kizh Nation
kWh	kilowatt-hour
LACC	Los Angeles County Code
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACL	Los Angeles County Library
LACM	Los Angeles County Museum
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitations District
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
Landmarks Commission	Historical Landmarks and Records Commission
LA-RICS	Los Angeles Regional Interoperable Communication System
LARWQCB	Los Angeles Regional Water Quality Control Board
LASC	Los Angeles Southwest College
LASD	Los Angeles County Sheriff's Department
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night level
LEED-ND	Leadership in Energy and Environmental Design–Neighborhood Development
L_{eq}	energy equivalent sound level
$L_{eq}(h)$	1-hour A-weighted equivalent sound level
LEV	Low-Emission Vehicle
Library	Los Angeles County Library
LID Standards Manual	2014 Low Impact Development Standards Manual
LID	Low Impact Development
L_{max}	maximum sound level
LOS	level of service
LRA	Local Responsibility Area
LRTP	Long-Range Transportation Plan

Acronym/Abbreviation	Definition
LST	localized significance threshold
LUST	Leaking Underground Storage Tank
L_{xx}	percentile exceeded sound level
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
Metro	Los Angeles County Metropolitan Authority
Metro Area Plan	Los Angeles County Metro Area Plan
mgd	million gallons per day
MLD	Most Likely Descendant
mPa	micro-Pascal
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRZ	mineral resource zone
MS4	County of Los Angeles Municipal Separate Storm Sewer System
MT CO_2e	metric tons of CO_2 equivalent
MT	metric ton
MTA	Los Angeles Metropolitan Transit Authority
MUSD	Montebello Unified School District
MWD	Metropolitan Water District
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NCP	Noise Compatibility Program
NEM	Noise Exposure Map
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NHMLAC	Natural History Museum of Los Angeles County
NHTSA	National Highway Traffic Safety Administration
NMA	Neighborhood Mobility Area
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPMS	National Pipeline Mapping System
NWI	National Wetlands Inventory
O_3	ozone
OAERP	Operational Area Emergency Response Plan
OEM	Office of Emergency Management
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Parkway	Arroyo Seco Parkway

Acronym/Abbreviation	Definition
PASD	Metro Planning Area Standards District
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEIR	Program Environmental Impact Report
PFC	perfluorocarbon
PGA	Priority Growth Area
PLSS	public land survey system
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter
PNA	Parks Needs Assessment
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
POTW	publicly owned treatment work
PPA	Park Planning Area
PPV	peak particle velocity
PRC	California Public Resources Code
Program LU-1	Planning Areas Framework Program
Program	Los Angeles County's Historic Preservation Program
Project area	Metro Planning Area
Project	Metro Area Plan
Public Works	Los Angeles County Public Works
PWL	A-weighted sound power level
R/ECAP	Racially or Ethnically Concentrated Areas of Poverty
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
Response Plan	Operational Area Emergency Response Plan
RFS	renewable fuel standard
RHNA	Regional Housing Needs Allocation
RHNA Plan	Regional Housing Need Allocation Plan
RPS	Renewables Portfolio Standard
RSL	Regional Screening Level
RTP	Regional Transportation Plan
RTPA	regional transportation planning agency
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy

Acronym/Abbreviation	Definition
SEA	Significant Ecological Area
SED	socio-economic data
SEMS	Standardized Emergency Management System
SF	square feet
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHC	Streets and Highways Code
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLCP	Short-Lived Climate Pollutant
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SMD	Sewer Maintenance Division
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SO_X	sulfur oxides
SP	service population
SPCC	Spill Prevention, Control, and Countermeasure
SPL	sound pressure level
SPR	Site Plan Review
SR	State Route
SRA	State Responsibility Area
SRTP	Short-Range Transportation Plan
SSRE	Source Reduction and Recycling Element
STIP	Statewide Transportation Improvement Program
SUSWMP	Standard Urban Storm Water Mitigation Plan
SWANCC	*Solid Waste Agency of Northern Cook County v U.S Army Corps of Engineers* (2001) 121 SCt 675
SWPPP	Storm Water Pollution Prevention Plan
SWQDv	Stormwater Quality Design Volume
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TCE	trichloroethylene
TCR	tribal cultural resource
TISG	Transportation Impact Study Guide
TMDL	Total Maximum Daily Loads
TOD	Transit-Oriented District
TPA	transit priority area
Trails Manual	County of Los Angeles Trails Manual
US	US Highway
USACE	U.S Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	U.S Fish and Wildlife Service

Acronym/Abbreviation	Definition
USGS	U.S Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VP	vertebrate paleontology
WAWCP	West Athens-Westmont Community Plan
WBMWD	West Basin Municipal Water District
WPMWC	Walnut Park Mutual Water Company
WRD	Water Replenishment District of Southern California
WTODSP	Willowbrook Transit Oriented District Specific Plan
WUI	wildland–urban interface
ZD	Zoned District
ZEV	zero-emission vehicle

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Executive Summary

The purpose of the Executive Summary for this Recirculated Draft Program Environmental Impact Report (Recirculated Draft PEIR) is to provide a brief summary of the proposed Los Angeles County Metro Area Plan (Metro Area Plan or Project), its environmental consequences, mitigation measures, and alternatives to the Project. Per the requirements of Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines, a summary shall identify:

(1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect (see Section ES.4 and ES.6);

(2) Areas of controversy known to the Lead Agency including issues raised by agencies and the public (see Section ES.5)

(3) Issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects (see Section ES. 5 and ES 6)

ES.1 Introduction

This Recirculated Draft PEIR has been prepared by the County of Los Angeles (County) to evaluate potential environmental effects that would result from implementation of the proposed Project. This Recirculated Draft PEIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code Section 2100 et seq., as amended) and its implementing guidelines (California Code of Regulations Title 14, Section 15000 et seq.). The proposed Project constitutes a "project" as defined in the CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the County is the lead agency for the Project.

The Project would establish the Metro Area Plan, which, in accordance with the Planning Areas Framework Program of the Los Angeles County 2035 General Plan (General Plan), is intended to guide regional-level growth and development within the unincorporated communities of the Metro Planning Area. The Metro Planning Area is one of the 11 Planning Areas of the County. The Project is only applicable to the seven unincorporated communities within the Metro Planning Area, which are: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. These communities are collectively referred as the "Project area" throughout this Recirculated Draft PEIR. While no direct development is proposed as part of the Project, implementation of the Project's proposed land-use changes and programs would accommodate future development (and redevelopment of previously developed areas), as summarized below in Section ES.3, and discussed in further detail in Chapter 3, Project Description, and Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR.

CEQA requires the preparation of an environmental impact report (EIR) for any project that a lead agency determines may have a significant impact on the environment. CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

The basic purposes of CEQA are as follows (CEQA Guidelines Section 15002):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that impacts to the environment can be avoided or significantly reduced;
3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

ES.2 Project Description

CEQA Guidelines Section 15124(b) requires an EIR to include a statement of objectives sought by the Project, including the underlying purpose of the Project. The Project's statement of objectives is defined below:

> The Metro Area Plan aims to build off the character and existing assets of each of the seven unincorporated communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. A primary goal of the proposed Project is to consolidate regulations that currently exist across multiple sections of the Zoning Code and to simplify and streamline land use and zoning regulations in the Project area. The Project would implement zoning recommendations from the recently approved General Plan Housing Element 2021-2029 (Housing Element) and considers environmental justice and equity to set forth land uses and policies that address topics such as: the need for affordable housing; strategies to reduce vehicle miles traveled and improve air quality; economic development; reductions to industrial-related environmental hazards; identification of culturally significant landmarks and community practices; and strategies to facilitate and support community-serving green spaces in urban areas. In conjunction with the General Plan, the Metro Area Plan would serve as the primary planning document for the Project area.

The Project would establish the Metro Area Plan, which, in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the unincorporated communities of the Metro Planning Area (i.e., the Project area). As a component of the General Plan, the Metro Area Plan would help achieve a shared vision for the Project area by providing a planning framework for the County, the development community, business owners, and residents that would shape the growth of the Project area through horizon year 2035. The Metro Area Plan would serve several important roles, including: (1) setting direction for County Administration, County Staff, and elected and appointed officials including County Planning Commissioners regarding the long-range land use needs of those who work, live, and play in the Project area; (2) informing community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and (3) communicating the agreed upon future form of the Project area communities to ensure accountability of decision-makers in achieving the goals of the Metro Area Plan.

In addition to providing a framework for growth within the Project area, the Metro Area Plan also addresses land-use policy issues that are specific to the characteristics and needs of each Project area community. These communities are currently subject to numerous and often overlapping plans, policies, and regulations. The Project would consolidate similar regulations that currently exist across multiple plans to simplify and streamline land use and zoning

regulations in the Project area, while also proposing (or retaining existing) community-specific goals, policies, and regulations that reflect the character and concerns of each community. Finally, the County would use implementation of the Project as an opportunity to correct administrative zoning errors resulting in incongruencies between the existing General Plan land use designation and zoning of select parcels in the Metro Planning Area.[1]

Future development and redevelopment in the Project area is expected to occur as a result of implementation of the Project's proposed land use and zoning changes, including future land use and zoning changes that could occur as a result of implementation of the proposed Industrial Land Use Strategy Program (Industrial Program). The Project would implement the land use and zoning changes set forth in the recently adopted Housing Element; allow for neighborhood-serving Accessory Commercial Units (ACUs) within select residentially-zoned parcels; and implement the Industrial Program for the Project-area communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook. The Project is considered and analyzed programmatically in this Recirculated Draft PEIR, and the components of the Project summarized below were determined to result in quantifiable growth in population or employment associated with the proposed Project.[2]

1. The Project would implement the land use and zoning changes set forth in the recently adopted Housing Element, which required "upzoning"[3] to accommodate an additional 30,884 dwelling units beyond the existing residential development capacity of the Metro Planning Area, which are required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation. The Metro Area Plan includes land use changes that would facilitate development of approximately 30,968 additional dwelling units within the Project area.[4] The 30,968 units include 9,523 dwelling units within the Florence-Firestone Transit Oriented District (FFTOD) Specific Plan area, as well as 21,445 units in other Project area communities. The FFTOD Specific Plan EIR was approved by the County Board of Supervisors on February 7, 2023, and that EIR analyzed the RHNA allocation of housing units within the Florence-Firestone community. Nevertheless, the Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone. The 30,968 additional dwelling units would result in approximately 108,390 additional Project area residents. The proposed rezoning is illustrated in Figures 3-1a through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2f, Proposed General Plan Land Use).[5]
2. The Project would amend Title 22 (Planning and Zoning) of County Code to allow for the development of ACUs on lots in residentially zoned areas as an accessory use to a primary residence within the Project area. The intent is to encourage local-serving retail and essential services (such as neighborhood-scale

1 A full list of the parcels affected by the proposed technical cleanup is provided as Appendix B-4, Administrative Cleanup of Metro Planning Area Zoning Data, of this Recirculated Draft PEIR.

2 Methodologies used to calculate the anticipated housing, population, and employment growth resulting from implementation of the Project are summarized in Section 3.4 of Chapter 3 and discussed in detail in Appendix B-3 of this Recirculated Draft PEIR.

3 Upzoning refers to the practice of changing the land use and/or zoning of a parcel to allow for more dense development occur. For example, if a parcel is currently zoned for commercial use, upzoning may consist of changing the land use/zoning to mixed-use, which would allow for more dense residential development to occur alongside new or existing commercial uses.

4 In addition to the parcels identified in the Housing Element that are required to meet the County's RHNA obligation, the County has proposed to rezone and redesignate three additional parcels to accommodate housing. These parcels are Assessor Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria. These sites are reflected in the dwelling unit and population estimates provided in Table 3-3, Population and Housing Buildout for the Project Area.

5 Recently implemented land use and zone changes for RHNA parcels in Florence-Firestone are included on Figure 2-3c, Existing Land Use, Florence-Firestone and Figure 2-4c, Existing Zoning, Florence-Firestone.

cafés or corner markets providing access to fresh, healthy foods) within walking distance for current and future residents. Based on collected data, research, and the set of CEQA assumptions used for this analysis, it is projected that approximately 106 parcels (approximately 3.8% of all residentially-zoned corner lots) in the Project area may develop ACUs, which would generate approximately 176 new jobs. Please refer to Section 2, Environmental Setting of this Recirculated Draft PEIR for Figures 2-4a through 2-4g, Existing Zoning, for a distribution of the residential zones (e.g., Single-Family Residence [R-1], Two-Family Residence [R-2], and Limited Density Multiple Residence [R-3]) within the Project area where ACUs would be permitted on corner lots, if deemed compliant with regulations.

3. The Project includes development of an Industrial Land Use Strategy Program (Industrial Program) for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figures 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area.

In addition to the Industrial Program, the Project also proposes nine additional implementation programs (along with goals and policies related to land use, environmental justice, mobility, economic development, safety and climate resiliency, and historic preservation) that would help achieve the stated objectives of the Project. These programs, goals, and policies would not result in direct or indirect impacts on the environment, but would instead encourage future projects to incorporate these beneficial components and/or encourage policy makers to consider future actions.[6]

In summary, the proposed Metro Area Plan would provide a regional planning framework for growth and development in the Project area through horizon year 2035. The Project would consolidate similar regulations that currently exist across multiple plans, while also proposing (or retaining existing) areawide and/or community-specific goals, policies, and regulations that reflect the character and concerns of each community. While no direct development is proposed as part of the Project, implementation of the Project's proposed land-use changes and programs would create new residential and/or mixed-use zones (or increase the allowable density of residential development in existing residential zones), allow new, neighborhood-serving commercial activities to occur within existing residential zones (i.e., ACUs), and potentially create new, cleaner industrial zones to replace existing, heavier industrial zones. Other components of the Project include administrative "cleanup" of zoning and land use data, establishment of new and revised development standards under the Metro Planning Area Standards District (PASD), and the Metro Area Plan's proposed

[6] Any future actions identified in proposed implementation programs (with the exception of the Industrial Land Use Strategy Program) that require discretionary approval would be subject to future CEQA review. Regarding the Industrial Land Use Strategy Program, additional CEQA analysis would occur if the conceptual regulations or location of candidate parcels identified in the Recirculated Draft PEIR were to substantially change as a result of the County's research and outreach efforts.

goals, policies, and programs supporting environmental justice, mobility and Transit Oriented Districts, economic development, historic preservation, and safety and climate resiliency.

ES.3 Summary of Environmental Impacts and Mitigation Measures

Table ES-1, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the impact analysis related to the Project. Table ES-1 identifies a summary of the significant environmental impacts resulting from the Project pursuant to State CEQA Guidelines Section 15123(b)(1). For a more detailed discussion, please see Chapter 4, Environmental Impact Analysis, of this Recirculated Draft PEIR. Table ES-1 lists the applicable mitigation measures related to potentially significant impacts, as well as the level of significance after mitigation.

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.1	**Aesthetics**			
4.1-1	Would the project have a substantial adverse effect on a scenic vista?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.1-2	Would the project be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.1-3	Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	Not applicable.	No Impact
4.1-4	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)	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.1-5	Would the project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on aesthetic resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.2	**Agriculture and Forestry**			
4.2-1	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.2-2	Would the project conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.2-3	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	Not applicable.	No Impact
4.2-4	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	Not applicable.	No Impact
4.2-5	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Cumulative	Would the project have a cumulative effect on agriculture of forestry resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.3	**Air Quality***			
4.3-1	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)?	Potentially Significant Impact	**MM-4.3-1.** *Construction Emissions.* If during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed SCAQMD's construction mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during construction activities. New projects are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Additional measures for projects that exceed SCAQMD's construction mass daily thresholds may include, but are not limited to, the following:: ▪ Off-Road construction equipment with engines that are 50 horsepower or greater shall be rated by the USEPA as having Tier 4 emission limits or better (whichever is the cleanest technology available at time of project development). If it can be demonstrated to County Planning that such equipment is not commercially available or feasible, alternate emissions control devices and/or techniques 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.	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ Use electric or alternative-fueled (i.e., non-diesel) construction equipment, if available and feasible, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors. ▪ Maintain records of all trucks associated with project construction activities to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning. ▪ Provide electric vehicle (EV) charging stations or appropriately sized electrical infrastructure and electrical panels. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment. ▪ Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary. ▪ Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable. ▪ Ensure vehicle traffic inside the project site is as far away as feasible from sensitive receptors. ▪ Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less. ▪ Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. ▪ Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts. ▪ Configure construction parking to minimize traffic interference. ▪ Cover all trucks hauling dirt, sand, soil, or other loose materials.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. ▪ Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). ▪ Replace ground cover in disturbed areas as quickly as possible to minimize dust. ▪ Pave roads and road shoulders, where applicable. ▪ Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water). ▪ Utilize only super-compliant volatile organic compound (VOC) paints for architectural coatings (0 grams per liter to less than 10 grams per liter VOC) during construction activities. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the application of architectural coatings shall be prohibited during the peak smog season: July, August, and September Prior to the issuance of a grading permit, the applicant shall provide the County with the construction contractor's inclusion of all required measures on applicable construction plans, including grading and/or building plans. **MM-4.3-2.** *Operational Emissions.* If, during subsequent project-level environmental review, operation-related criteria air pollutants are determined to have the potential to exceed SCAQMD's operation mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			minimize air pollutant emissions during operational activities. New projects facilitated by the Metro Area Plan are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 445 (Wood Burning Devices), Rule 1401 (New Source of Toxic Air Contaminants), Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines), Rule 1153.1 (Emissions of Oxides of Nitrogen from Commercial Food Ovens), Rule 2305 (Warehouse Indirect Source Rule), and Rule 1146 (Emissions of NOx from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters). Additional measures for projects that exceed SCAQMD's operation mass daily thresholds may include, but are not limited to, the following: ▪ Heavy-duty trucks shall, at minimum, have 2010 model year engines that meet CARB's 2010 engine emissions standards or newer model trucks with better emissions standards (whichever is the cleanest technology available at the time of project development). ▪ Maintain records of all trucks associated with project operation to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning. ▪ The daily number of truck trips allowed during project operation shall be limited to the levels analyzed in the subsequent, project-level environmental analysis for the project. ▪ Provide electrical infrastructure and electrical panels in conformance with Tier 2 CalGreen code, which should be appropriately sized. Electrical hookups shall be provided for truckers to plug in any onboard auxiliary equipment.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ Truck check-in points shall be located inside the project site to help avoid trucks queuing outside the site. ▪ Ensure truck traffic inside the project site is as far away as feasible from sensitive receptors. ▪ Overnight truck parking near sensitive land uses shall be located on the project site. Prior to the issuance of a Certificate of Occupancy, the applicant shall provide the County with appropriate documentation verifying compliance with the required measure.	
4.3-2	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant Impact	**MM-4.3-1** and **MM-4.3-2**	**Significant and Unavoidable**
4.3-3	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	**MM-4.3-1** and **MM-4.3-2**	**Significant and Unavoidable**
4.3-4	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on air quality resources?	Potentially Significant Impact	**MM-4.3-1** and **MM-4.3-2**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.4	**Biological Resources***			
4.4-1	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	Potentially Significant Impact	**MM 4.4-1.** *Special-Status Plant Species*. During subsequent project-level environmental review, the County biologist, as appropriate, shall consider all relevant information available for the property (e.g., applicable database search, site visit, and/or existing biological report) to determine potential project impacts to special-status plant species. If there is potential for special-status plants to be impacted by proposed project activities, the County biologist shall require applicants for new projects to submit a survey report for special-status plant species to County Planning for review and approval. The assessment shall be prepared by a qualified biologist and must include all required information specified by the County biologist at the time of the request. If the survey determines that plant will be impacted by proposed project activities, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the continued existence of the species within the County.	**Significant and Unavoidable**
4.4-2	Would the project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	No Impact	Not applicable.	No Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.4-3	Would the project 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-4	Would the project 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-5	Would the project 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.).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-6	Would the project conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?			
4.4-7	Would the project Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	No Impact	No mitigation measures are required.	No Impact
Cumulative	Would the project have a cumulative effect on biological resources?	Potentially Significant Impact	**MM-4.4-1**	**Significant and Unavoidable**
4.5	**Cultural Resources***			
4.5-1	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Potentially Significant Impact	**MM-4.5-1.** *Historic Architectural Resources.* During subsequent project-level environmental review, the County shall determine if any potential historical building, structure, or district is present; conduct records search from applicable data repositories; check GIS "Historical Resource" layer to identify properties listed in/eligible for listing in the National, California and/or County Registers; conduct site inspections, as appropriate; and consider all relevant information available for the property to determine its historical significance. If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources greater than 45 years of age. The report shall be prepared by an architectural historian	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			meeting the Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The HRA shall include background, archival and historic research; site surveys; detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of County, California Register of Historic Resources (CRHR), and National Register of Historic Places (NRHP) designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable. If project impacts to historic architectural resources are potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following: ▪ If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI standards for the Treatment of Historic Properties to reduce or avoid impacts to historic resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI standards.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ If a future project involves the demolition or material impairment of an historical resource that cannot be mitigated through SOI Standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, as appropriate, to the County for review and approval prior to the issuance of any grading permit. The HABS/HAER/HALS documentation shall be prepared by a qualified architectural historian and may include an architectural and historical narrative; archival drawings and/or measured drawings; and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to County Planning and filed with the South Central Coastal Information Center (SCCIC).	
4.5-2	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	**MM-4.5-2.** *Archaeological Resources.* During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential project impacts to archaeological resources. If necessary, the County shall require applicants for new projects to submit a Phase I Archaeological Report to identify and evaluate archaeological resources that may be impacted by the project. The report must be prepared by a qualified archaeologist meeting Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The report shall include archival search of historic records; records search of applicable data repositories, including CHRIS database; pedestrian surveys; identification of archaeological resources within or near the project site; assessment of potential project impacts to archaeological resources; recommendations for archaeological monitoring,	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			if appropriate; and completion/recordation of the California Department of Parks and Recreation (DPR) 523 forms for all identified archaeological resources, as applicable. A Phase II Archaeological Report for testing and evaluation may be required based on the results and recommendations of the Phase I Report. If project impacts to archaeological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to archaeological resources. Additional measures may include, but are not limited to, the following: ▪ *Archaeological Resources Work Plan.* Prior to issuance of grading permit, project applicant shall retain a qualified archaeologist meeting SOI's Professional Qualification Standards to prepare and submit an Archaeological Resources Work Plan (ARWP) to the County for review and approval. The purpose of this plan is to document actions and procedures to be followed by the project to avoid or minimize impacts to archaeological resources. If potential impacts to tribal cultural resources are identified during project level review (e.g., records search, archaeological reports, AB 52 consultation), the ARWP shall also address tribal cultural resources, in consultation with local Native American tribes. The ARWP shall include, but is not limited to, the following elements: - A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			- Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, location and results. - Detailed procedures to follow if cultural resources are inadvertently discovered during construction, including stop-work requirement within a 50-foot radius of the find; documentation of all recovered resources on California Department of Parks and Recreation 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local register. - Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols. - Methodology for testing and evaluation of archaeological resources encountered. - Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of County Planning. - Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ *Construction Worker Archaeological Resources Sensitivity Training.* Prior to the commencement of project ground-disturbing activities, a qualified archaeologist shall present an archaeological resources sensitivity training to project construction personnel. A minimum of two weeks before the training session, the archaeologist shall invite interested Tribes to participate in and present Native American perspectives during the training sessions. The archaeologist shall inform construction personnel about the types of cultural resources that could be encountered; the proper procedures to follow in the event of an archaeological discovery; potential penalties for failing to adhere to applicable laws and regulations; and confidentiality of discoveries. Project applicant shall provide the training agenda, materials and attendance records to the County within five business days of request. ▪ *Archaeological Resources Monitoring.* During grading and excavation activities, a qualified Archaeological Monitor shall be present to monitor ground-disturbing activities in accordance with the ARWP. Should archaeological resources be encountered, the Archaeological Monitor shall have the authority to halt ground-disturbing activities and immediately notify the Archaeologist of the find. The Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities. However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American Monitor shall be required at the outset to monitor all ground-disturbing activities. The Archaeologist and/or Native American Monitor shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the County, SCCIC, and NAHC (if applicable).	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ *Archaeological Resources Discoveries.* If archaeological resources are encountered during construction, all ground-disturbing activities shall cease within 50 feet of the find. The Archaeologist can determine, based on the initial assessment of the discovery, whether the 50-foot buffer may be reduced. The Archaeologist shall evaluate the recovered archaeological resources for significance. If the resource is found significant pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Archaeologist shall develop and oversee the execution of a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility; excavation methodology; and, reporting and curation requirements. The archaeologist shall prepare a final report that includes documentation of all recovered resources, a full evaluation of their significance, and treatment of the recovered resources.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			When assessing significance and developing treatment for recovered resources that are Native American in origin, the County shall consult and coordinate with local Native American tribes. The County shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes. The project applicant shall curate all significant historic-period archaeological material, or portions thereof at the recommendation of the Archaeologist and approval by the County, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes. All reports resulting from implementation of this measure shall be completed and submitted to County Planning for review and approval and filed with the South Central Coastal Information Center (SCCIC).	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.5-3	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	**MM 4.5-3.** *Paleontological Resources.* During subsequent project-level environmental review, the County shall require applicants for new projects to retain a Qualified Paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report that is prepared by a Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP 2010) standards. The report shall include methods and results of the paleontological resources assessment, including review of geological map and paleontological literature; records search through appropriate fossil repositories, including the NHMLA; pedestrian surveys if exposed ground exists within the project site that is underlain by a geologic unit with High or Undetermined Paleontological Resources Sensitivity or Potential or as required by the Qualified Paleontologist; and, if necessary, recommendation for monitoring requirements (including depths, frequency, and reporting) with maps that outline where monitoring is required within the project site. Monitoring shall follow SVP (2010) Guidelines: no monitoring of ground-disturbing activities within units of Low or No Paleontological Resources Sensitivity or Potential and monitoring of all ground-disturbing activities (with depths specified) within units of High Paleontological Resources Sensitivity or Potential, unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring. For project sites underlain by geological units with Undetermined Paleontological Resources Sensitivity or Potential, monitoring shall occur at the initiation of excavation if the qualified paleontologist deems it necessary based on	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			preconstruction surveys and literature review. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP (2010) Guidelines and determine whether unique geologic features are present onsite. If project impacts to paleontological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to paleontological resources. Additional measures may include, but are not limited to, the following: ▪ *Paleontological Resources Recovery Plan.* If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the County for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the recovery plan as approved by the County shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. All reports and plans resulting from implementation of this measure shall be submitted to County Planning and filed with the NHMLA.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ *Construction Worker Paleontological Resources Sensitivity Training.* Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors. The project applicant shall provide the training agenda, materials, and attendance records to the County within 5 business days of request. ▪ *Paleontological Monitoring.* During grading and excavation activities, a qualified Paleontological Monitor shall be present to monitor the earth-moving activities in accordance with the project paleontological assessment report or the PRRP. Should paleontological resources be encountered, the Paleontological Monitor shall have the authority to halt ground-disturbing activities; and immediately notify the Paleontologist of the find; and inspect, document, and salvage the find as necessary. The Qualified Paleontologist shall prepare and submit a final report summarizing monitoring results to the County and NHMLA.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			▪ *Paleontological Resources Discoveries Protocols.* If fossils are discovered during earthmoving activities, the Paleontological Monitor shall be authorized to halt the ground-disturbing activities within an appropriate buffer area determined by the Paleontological Monitor. The paleontologist shall implement the PRRP and oversee the collection of sediment samples and exposed fossils for processing and evaluation. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. The paleontologist shall prepare a final report on the collected fossils. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the County and NHMLA along with field notes and any other supporting documentation.	
4.5-4	Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on cultural resources?	Potentially Significant Impact	**MM-4.5-1, MM-4.5-2,** and **MM-4.5-3**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.6	**Energy**			
4.6-1	Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.6-2	Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on energy resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7	**Geology and Soils**			
4.7-1	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	ii. Strong seismic ground shaking?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	iii. Seismic related ground failure including liquefaction and lateral spreading?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iv. Landslides?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-2	Would the project result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-3	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-4	Would the project be located 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-5	Would the project have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-6	Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch. 22.104)?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Cumulative	Would the project have a cumulative effect on geology and soils resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.8	**Greenhouse Gas Emissions***			
4.8-1	Would the project generate greenhouse gas emissions (GHGs), either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.8-2	Would the project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on greenhouse gas emissions?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9	**Hazards and Hazardous Materials***			
4.9-1	Would the project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9-2	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 or waste into the environment?	Potentially Significant Impact	**MM-4.9-1.** *Environmental Site Assessment (ESA).* During subsequent project-level environmental review, the County shall consider all relevant information available for the property (e.g., applicable database search, site visit, past and present land uses on the property, and/or existing site investigations) to determine potential project impacts related to hazards. If review of relevant information, including past and present land use on the property, identifies potential impacts related to hazards, the County shall require project applicants to retain a qualified	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			hazardous materials specialist to prepare a Phase I Environmental Site Assessment (ESA) in accordance with American Society for Testing Materials (ASTM) Standard E-1527-21. Any and all recognized environmental conditions (RECs) identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19. The Phase II ESA shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, RWQCB, County Fire Department) to determine any requirements for additional investigations and/or restrictions on site development based on the Applicant's development proposal. If remediation activities are required, all remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit, the Applicant shall provide the County Department of Public Works, Building and Safety and County Planning with written documentation from the overseeing environmental agency that states the proposed site development is safe and would not significantly impact the health and safety of construction workers, adjacent sensitive receptors, or future occupants on the site.	
4.9-3	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.9-4	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
4.9-5	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
4.9-6	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
4.9-7	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires because the project is located:			
	i. within a high fire hazard area with inadequate access?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
	ii. within an area with inadequate water and pressure to meet fire flow standards?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
	iii. within proximity to land uses that have the potential for dangerous fire hazard?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.9-8	Does the proposed use constitute a potentially dangerous fire hazard?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant
Cumulative	Would the project have a cumulative effect on hazards or hazardous materials?	Potentially Significant Impact	**MM-4.9-1**	**Significant and Unavoidable**
4.10	**Hydrology and Water Quality**			
4.10-1	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-2	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-3	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:	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	i. Result in substantial erosion or siltation on or off site?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iii. 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	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iv. 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-4	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-5	Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	No Impact	Not applicable.	No Impact
4.10-6	Would the project use onsite wastewater treatment systems in areas with known geological limitations (e.g.	No Impact	Not applicable.	No Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?			
4.10-7	In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	No Impact	Not applicable.	No Impact
4.10-8	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on hydrology or water quality resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11	**Land Use and Planning**			
4.11-1	Would the project physically divide an established community?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11-2	Would the project cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11-3	Would the project conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on land use resources?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.12	**Mineral Resources**			
4.12-1	Would the project 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?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.12-2	Would the project 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?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on mineral resources?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.13	**Noise***			
4.13-1	Would the project result in 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	Potentially Significant Impact	**MM-4.13-1**. *Commercial/Industrial/Mixed-Use/Accessory Commercial Units (ACUs) Operational Noise.* Prior to issuance of a building permit for any future commercial, industrial, mixed-use, or ACU development projects that are located within 500 feet of sensitive receptors, project applicants shall submit a noise mitigation plan to Los Angeles County Department of Public Health (DPH) for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise-reduction measures may include, but are not limited to, the following: ▪ Install permanent noise-occluding shrouds or screens on operating equipment ▪ Maintain all equipment and noise control features in accordance with the manufacturer's specifications ▪ Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features ▪ Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible ▪ Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s) This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for noise-reduction measures that ensures project operational noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the Metro Area Plan. **MM-4.13-2.** *Construction Noise.* Construction Noise. Applicants for future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to DPH for review and approval prior to issuance of a grading or building permit.	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, the following: ▪ Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors ▪ Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT) ▪ Limit non-essential idling of construction equipment to no more than five minutes per hour This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the Metro Area Plan.	
4.13-2	Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	**MM-4.13-3.** *Construction Vibration*. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 500 feet of sensitive receptors, the project applicant shall submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction. Examples of equipment vibration source-to-receptor distances within which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows: ▪ Jackhammer – 23 feet ▪ Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe – 43 feet ▪ Roller (for site ground compaction or paving) – 75 feet ▪ Impact pile driving – 280 feet	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			This mitigation measure shall be superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inches per second RMS vibration velocity (within the range of 1 to 100 Hz frequency) for development projects within the Metro Area Plan.	
4.13-3	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on noise?	Potentially Significant Impact	**MM-4.13-1, MM-4.13-2, and MM-4.13-3**	**Significant and Unavoidable**
4.14	**Population and Housing***			
4.14-1	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)?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.14-2	Would the project displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Cumulative	Would the project have a cumulative effect on housing and/or population resources?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**
4.15	**Public Services***			
4.15-1	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 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:			
	i. Fire protection?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
	ii. Sherriff protection?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
	iii. Schools?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
	iv. Parks?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**
	v. Libraries?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Cumulative	Would the project have a cumulative effect on public services? (Parks)	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.16	**Recreation***			
4.16-1	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 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?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**
4.16-2	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**
4.16-3	Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
4.16-4	Would the project interfere with regional trail connectivity?	No Impact	Not applicable.	No Impact
Cumulative	Would the project have a cumulative effect recreation resources?	Potentially Significant	**No mitigation measures are feasible.**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.17	**Transportation**			
4.17-1	Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than Significant Impact	Less than Significant Impact	Less than Significant Impact
4.17-2	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than Significant Impact	Less than Significant Impact	Less than Significant Impact
4.17-3	Would the project substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	Less than Significant Impact	Less than Significant Impact
4.17-4	Would the project result in inadequate emergency access?	Less than Significant Impact	Less than Significant Impact	Less than Significant Impact
Cumulative	Would the project have a cumulative effect on transportation resources?	Less than Significant Impact	Less than Significant Impact	Less than Significant Impact
4.18	**Tribal Cultural Resources***			
4.18-1	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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:			
	i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public	Potentially Significant Impact	**MM 4.18-1.** *Tribal Cultural Resources.* During subsequent project-level environmental review, the County shall obtain a Native American Heritage Commission (NAHC) Sacred Land Files Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	Resources Code section 5020.1(k), or		California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts. If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe. If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report (see MM-4.5-2) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in MM-4.5-2	
	ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	Potentially Significant Impact	**MM-4.18-1** and **MM-4.5-2**	**Significant and Unavoidable**

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
Cumulative	Would the project have a cumulative effect on tribal cultural resources?	Potentially Significant Impact	**MM-4.18.1** and **MM-4.5-2**	**Significant and Unavoidable**
4.19	**Utilities and Service Systems***			
4.19-1	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Potentially Significant Impact	**MM 4.3-1, MM 4.4-1, MM 4.5-1, MM 4.5-2, MM 4.5-3, MM 4.5-4, MM 4.9-1, MM 4.13-2, MM 4.13-3,** and **MM 4.18-1**	**Significant and Unavoidable**
4.19-2	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.19-3	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	project's projected demand in addition to the provider's existing commitments?			
4.19-4	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.19-5	Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on utilities and/or service systems resources?	Potentially Significant Impact	**MM 4.3-1, MM 4.4-1, MM 4.5-1, MM 4.5-2, MM 4.5-3, MM 4.5-4, MM 4.9-1, MM 4.13-2, MM 4.13-3,** and **MM 4.18-1**	**Significant and Unavoidable**
4.20	**Wildfire**			
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:				
4.20-1	Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-2	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-3	Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			
4.20-4	Would the project 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-5	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on wildfire?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Note: * = Project would result in one or more "Significant and Unavoidable" impact(s) related to the indicated resource area(s).

ES.4 Areas of Known Controversy/Issues to be Resolved

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency including issues raised by agencies and the public. The County has complied with the CEQA Guidelines by providing opportunities for early participation in the environmental review process. Specifically, in accordance with Section 15082(a) of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) for a 30-day public review period. The NOP was sent to the State Clearinghouse, the Los Angeles County Clerk, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on February 14, 2022 and ended on March 17, 2022 (CEQA Public Review and Scoping Period) as well as the Scoping Meeting held on Wednesday, March 2, 2022. The purpose of the NOP is to formally convey that the County, as the lead agency, solicited input regarding the scope and proposed content of the Draft PEIR. The NOP included an invitation to agencies and the public to review and comment on the NOP. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

With regard to the proposed Project, the major issues to be resolved include decisions by the County, as lead agency, related to whether the benefits of the Project override those environmental impacts that cannot be feasibly mitigated, and whether the proposed land use and zoning changes are compatible with the character of the Project area.

The primary areas of controversy identified by the public and agencies included the following potential issues (the Recirculated Draft PEIR section that addresses the issue raised is provided in parentheses):

- Potential for impacts to community character (Section 4.1, Aesthetics; Section 4.11, Land Use and Planning)
- Potential for air quality and/or pollution impacts (Section 4.3, Air Quality)
- Potential for health impacts related to freeway adjacency (Section 4.3, Air Quality)
- Potential for impacts to nesting birds and bats (Section 4.4, Biological Resources)
- Potential for impacts to nature, existing open space, and other greenspace (Section 4.4, Biological Resource; Section 4.11, Land Use and Planning; Section 4.15, Public Services; Section 4.16, Recreation)
- Potential for impacts to cultural resources (Section 4.5, Cultural Resources)
- Potential for increased greenhouse gas (GHG) emissions (Section 4.8, Greenhouse Gas)
- Potential hazards and hazardous material impacts (Section 4.9, Hazards and Hazardous Materials)
- Potential for impacts to climate change from industrial development and cars (Section 4.8, Greenhouse Gas; Section 4.17, Transportation)
- Potential for impacts to community-based resources and amenities (Section 4.11, Land Use and Planning; Section 4.15, Public Services; Section 4.16, Recreation)
- Potential to conflict with the Green Zones Program (Section 4.11, Land Use and Planning)
- Potential for noise impacts related to ACUs (Section 4.13, Noise)
- Potential for impacts to land use (Section 4.11, Land Use and Planning)
- Potential for displacement of communities and community members (Section 4.14, Population and Housing)
- Potential for impacts to existing housing (Section 4.14, Population and Housing)
- Potential for impacts to public services (Section 4.15, Public Services)
- Potential safety impacts related to transportation and increased vehicle miles traveled (VMT) (Section 4.17, Transportation)

- Potential for increased traffic (Section 4.17, Transportation)
- Potential for circulation impacts from construction (Section 4.17, Transportation)
- Potential for impacts to Los Angeles County Metropolitan Transportation Agency (Metro) and Metrolink facilities (Section 4.17, Transportation)
- Potential to conflict with federal, state, and local regulations pertaining to sewage and wastewater (Section 4.19, Utilities and Public Services)

ES.5 Summary of Project Alternatives

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (CEQA Guidelines Section 15126.6[f]).

As presented in this Recirculated Draft PEIR and summarized above in Table ES-1, the Project would result in significant and unavoidable impacts after implementation of all mitigation measures. Topics for which impacts would be significant and unavoidable include the following: Air Quality; Biological Resources; Cultural Resources; Hazards and Hazardous Materials; Noise and Vibration; Population and Housing; Population and Housing; Public Services (Parks); Recreation; Tribal Cultural Resources; and Utilities and System Services.

This Recirculated Draft PEIR includes the analysis of three alternatives to the proposed Project:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Elimination of Accessory Commercial Units (ACUs)
- Alternative C – Housing Element/RHNA Only

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained.

E.S.5.1 Alternative A – No Project/Buildout According to Adopted Plans

Under Alternative A, the Project area would continue to develop in accordance with the County's existing General Plan land use designations and zoning, as well as in accordance with General Plan Amendments that have occurred since the adoption of the General Plan. Table 6-3, Alternative A: Planned Buildout Projections, details the General Plan's buildout projections within the Project area for 2035 and includes the changes in anticipated buildout due to the annexation of the Jordan Downs community, which removed it from the Metro Planning Area, and the approval of two transit-oriented development (TOD) plans that were approved subsequent to the General Plan (specifically, the Willowbrook TOD Specific Plan and Connect Southwest LA: A TOD Specific Plan for West Athens Westmont [Connect Southwest LA]).

As shown in Table ES-2, below, Alternative A would result in a planned buildout total of approximately 94,393 dwelling units, 306,893 residents, and 103,578 jobs within the Project area by 2035.

Table ES-2. Alternative A: Project Area Planned Buildout Projections (2035)

Existing Plan	Housing Units	Population	Jobs
Remaining GP Buildout Area	86,955	283,684	91,467
Connect Southwest LA*	4,518	14,362	5,214
Willowbrook TOD Specific Plan*	2,920	8,847	6,897
Total	**94,393**	**306,893**	**103,578**

Sources: County of Los Angeles 2014a; Tran 2022
Notes: As discussed in Chapter 3 of this Recirculated Draft PEIR, the Florence Firestone TOD (FFTOD) Specific Plan was recently adopted by the County Board of Supervisors in February 2023. However, the FFTOD Specific Plan buildout is not reflected in the projections provided in this table. Rather, this Recirculated Draft PEIR analyzes buildout of RHNA parcels in Florence-Firestone that were recently rezoned/redesignated under the FFTOD Specific Plan to accommodate additional housing. The FFTOD Specific Plan growth projections for housing, population, and employment that are beyond the growth projections associated with RHNA parcels are evaluated in this Recirculated Draft PEIR as a cumulative project, as detailed in Table 2-14, FFTOD Specific Plan (Cumulative Project) of Chapter 2, Environmental Setting in this Recirculated Draft PEIR.
* Since the adoption of the General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: the Willowbrook TOD Specific Plan and Connect Southwest LA. The total buildout provided in the above table reflects these changes (County of Los Angeles 2014a; Tran 2022). Refer to Table 4.14.3, Planned Buildout Projections, in Chapter 4.14, Population and Housing, of this Recirculated Draft PEIR for further details.

ES.5.2 Alternative B - Elimination of Accessory Commercial Units (ACUs)

Implementation of Alternative B would eliminate the ACU component of the Project, resulting in the elimination of 106 potential ACUs and 176 additional employees when compared to proposed Project conditions. However, Alternative B would otherwise continue implementation of Project as described in Chapter 3 of this Recirculated Draft PEIR, including implementation of the Housing Element rezoning/redesignation and the Industrial Program. As such, buildout of Alternative B would indirectly result in: (1) the development of approximately 30,968 additional dwelling units, which would generate 108,390 additional residents; and (2), the potential development of an estimated 1,124,731 square feet of new, cleaner industrial uses, such as small manufacturing and/or life science facilities, which would create 3,515 additional employees. As a result of the elimination of the proposed ACU component, Alternative B would reduce the employment potential by approximately 176 new jobs when compared to the proposed Project.

ES.5.3 Alternative C - Housing Element /RHNA Only

Under Alternative C, only the implementation of land use and zoning recommendations from the recently adopted Housing Element would occur. Thus, buildout of the Alternative C would accommodate development of approximately 30,968 additional dwelling units, which would generate 108,390 additional residents. As a result of Alternative C, future development of approximately 106 ACUs (generating an estimated 176 new jobs) and approximately 1,124,731 square feet of new, cleaner industrial uses (generating approximately 3,515 new jobs) would not occur. Alternative C would also not include the other proposed Metro Area Plan goals, policies, and programs, the administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), establishment of PASD, and other proposed Project components outlined in Chapter 3 of this Recirculated Draft PEIR to consolidate similar regulations that currently exist across multiple plans applicable to the Project area.

ES.5.4 Environmentally Superior Alternative

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (CEQA Guidelines Section 15126.6[e][2]). When compared to both the proposed Project and Alternative B, Alternative C would be the environmentally superior alternative (refer to Chapter 6, Alternative, of this Recirculate Draft PEIR for further details and discussion of proposed Alternatives A, B, and C).

ES.6 References

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1 Introduction

1.1 Purpose of the Environmental Impact Report

This Recirculated Draft Program Environmental Impact Report (Recirculated Draft PEIR) for the proposed Los Angeles County Metro Area Plan and associated discretionary actions (collectively referred to as the "Project") has been prepared by the County of Los Angeles (County) in conformance with the California Environmental Quality Act (CEQA) Statute (California Public Resources Code [PRC] Section 21000, et seq.) and CEQA Guidelines (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000, et seq.).

Pursuant to Section 15367 of the CEQA Guidelines, the County is the lead agency under whose authority this Recirculated Draft PEIR has been prepared. Under the provisions of CEQA, "[t]he purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (PRC 21002[a]).

This Recirculated Draft PEIR is intended to provide information to public agencies, decision-makers, and the public regarding the environmental impacts that would result from implementation of the Project and to allow the decision-makers to make an informed decision on the requested discretionary actions for this Project. This document is also intended to support necessary approvals by other agencies within the seven unincorporated communities of the Metro Planning Area, as applicable.

1.2 Program EIR

CEQA Guidelines Section 15168(a) provides for the preparation of a Program EIR for a series of actions that can be characterized as one large project and are related either:

(1) Geographically,

(2) As logical parts in the chain of contemplated actions,

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or,

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The proposed Project is comprised of a series of planned actions within the unincorporated communities of the Metro Planning Area under the same County authority and regulatory process with similar environmental effects and mitigation strategies. Therefore, a PEIR is appropriate for the Project.

In accordance with CEQA Guidelines Section 15168, this Recirculated Draft PEIR may serve as the environmental document for subsequent activities associated with the Project to the extent it contemplates and adequately analyzes the potential environmental effects of those subsequent activities. Therefore, if the County finds that, those subsequent activities fall under the scope of the Project covered by this Recirculated Draft PEIR, then no additional environmental review would be required. If subsequent activities were not examined in this Recirculated Draft PEIR, the County would prepare additional environmental review documentation, as applicable.

1.3 Reason for Recirculation

The County previously circulated the Draft PEIR for public review on November 17, 2022 (referred to herein as the "2022 Draft PEIR"). After the conclusion of the public comment period on January 31, 2023, the County elected to revise the Project to reflect County-driven revisions and to address comments received during and after the 2022 Draft PEIR public review period.

Section 15088.5 of the CEQA Guidelines establishes that a lead agency is required to recirculate all or a portion of an EIR for public review and comment when significant new information is added to the EIR after it is released for public review. CEQA Guidelines Section 15088.5(a) further states that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." The changes to the Project include new information such as new or revised goals, policies, implementation programs, and mitigation measures. The County has determined that these changes constitute significant new information. Thus, the County has prepared this Recirculated Draft PEIR in accordance with Section 15088.5(a) of the CEQA Guidelines.

The Recirculated Draft PEIR provides a comprehensive analysis of the proposed Project, examining each resource on an individual basis throughout the document. All chapters and sections of the 2022 Draft PEIR, inclusive of all resource areas in the CEQA Guidelines Appendix G Environmental Checklist, have been updated to reflect the revised Project information. As such, this Recirculated Draft PEIR wholly replaces the original 2022 Draft PEIR in accordance with CEQA. Although a part of the administrative record, the previous public comments received on the 2022 Draft PEIR do not require a written response in the Final PEIR because this document was prepared for recirculation. Consistent with CEQA Guidelines Section 15088.5(f)(1), the County will not respond to individual comments received on the 2022 Draft PEIR but will respond to new comments received on this Recirculated Draft PEIR in the Final PEIR.

1.4 Metro Area Plan and 2022 Draft PEIR Revisions

As previously discussed, the County prepared this Recirculated Draft PEIR to reflect County-driven revisions and to address comments received during and after the 2022 Draft PEIR public review period. Changes made to the Project and 2022 Draft PEIR that are reflected in this Recirculated Draft PEIR are summarized below.

1.4.1 Summary of Revisions to the Project Description

Changes to the Metro Area Plan that were incorporated and analyzed in this Recirculated Draft PEIR are summarized below. Refer to Chapter 3, Project Description of this Recirculated Draft PEIR for details.

- The Metro Area Plan was revised to remove the previously proposed industrial rezoning to establish the new Countywide zones of Artisan Production and Custom Manufacturing (M-0.5) and Life Science Park (LSP). Instead, Implementation Program 10, Industrial Land Use Strategy Program (Industrial Program) was added to the Metro Area Plan, which requires the County to develop an industrial land use strategy for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook. The proposed Industrial Program's conceptual definitions, zoning regulations, developments standards, and location of candidate parcels for the M-0.5 and LSP zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan (County of Los Angeles 2023). Industrial Program implementation would adopt two new industrial

zones (M-0.5 and LSP zones) and map the zones in appropriate candidate parcels that are currently zoned for industrial use. As part of the Industrial Program, the County would conduct additional research and outreach to property owners of candidate parcels, including gathering relevant land use and economic data, meeting with local stakeholders, and conducting additional analysis, as needed, relative to the Industrial zones to inform implementation of the Industrial Program. The future rezoning/redesignation of candidate parcels would occur within five years of Project approval, after conclusion of the County's outreach efforts related to the Industrial Program. This Recirculated Draft PEIR anticipates the buildout of the M-0.5 and LSP zones on the candidate parcels, as conceptually defined in Appendix G of the Metro Area Plan, and assesses the environmental impacts accordingly. If the conceptual elements of the Industrial Program were to substantially change as a result of the County's research and outreach efforts, additional CEQA analysis may be necessary. For further details regarding the Industrial Program, please refer to Appendix G of the Metro Area Plan (County of Los Angeles 2023). Appendix G is available for review on the County's website: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

- The Metro Area Plan was revised to include new or edit/delete existing Areawide and Community-Specific goals and polices. Changes were made to eliminate repetition between the Metro Area Plan goals and policies and the existing General Plan goals and policies, as well as to be responsive to community feedback during the public review of the Metro Area Plan. These revised goals and policies were incorporated into applicable topical sections and impact analyses in this Recirculated Draft PEIR.
- The Project would amend Title 22 (Planning and Zoning) of the County Code (also referred to as the Zoning Code) to include the mapping of the Green Zone (-GZ) Combining Zone on industrially-zoned lots in the unincorporated communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook in order to identify parcels subject to the Green Zone ordinance. The existing Green Zones regulations on applicable parcels remain unchanged.
- The proposed Title 22 amendments to require Conditional Use Permits (CUPs) for "schools" was revised to specify "K-12 schools."

1.4.2 Summary of Revisions to the 2022 Draft PEIR

The Recirculated Draft PEIR includes revisions related to the changes to the Metro Area Plan listed above. Additionally, revisions were made to reflect changes in the regulatory setting for the Metro Planning Area. The Recirculated Draft PEIR relies upon the timing of the issuance of the Notice of Preparation (NOP) to establish the baseline for the analyses in the PEIR, per CEQA Guidelines Section 15125. However, after the public review of the 2022 Draft PEIR, several relevant plans, policies, and/or codes updates were approved or implemented. As such, the Recirculated Draft PEIR includes select relevant updates to the regulatory setting and corresponding impact analyses discussions, as applicable. Further, the Recirculated Draft PEIR includes new programmatic mitigation measures to address potentially significant environmental impacts, as feasible, and the corresponding impact analyses have been updated accordingly.

In summary, depending on the applicability of the environmental considerations for each environmental topic, revisions that may be incorporated into each of the topical sections include: (1) changes to reflect incorporation of the Industrial Program; (2) additional information related to other proposed implementation programs (e.g., Programs 1 through 9), as appropriate; (3) updates to proposed Metro Area Plan goals and policies; (4) updates to the regulatory setting (including acknowledgement that the Florence-Firestone Transit Oriented District Specific Plan [FFTOD Specific Plan] was adopted in February 2023); (5) revisions to cumulative plans under consideration;

(6) addition of new mitigation measures, as applicable; and (7) other additional clarifications, updates to citations/references, and/or minor formatting changes. Please refer to the specific topical analyses through this Recirculated Draft PEIR for details on the applicable regulatory setting, methodology, areawide and community-specific goals and policies, direct and cumulative impact analyses, mitigation measures, and level of significance after mitigation.

In addition to the universal changes listed above, an overview of additional topic-specific revisions is provided below. While the content summary below provides a summary of relevant revisions to assist agencies, stakeholders, and other members of the public in their review, it does not represent an exhaustive list or full itemization of all changes incorporated into this Recirculated Draft PEIR.

Executive Summary – Revisions in this chapter include changes to reflect new or revised goals, policies, and implementation programs, revised significance determinations, and the addition of new, feasible mitigation measures.

Chapter 1: Introduction – Revisions in this chapter include changes to the inclusion of requirements related to recirculation pursuant to CEQA as well as summaries of changes made to the 2022 Draft PEIR and Project reflected in this document.

Chapter 2: Environmental Setting – Revisions in this chapter include updates to the regulatory setting, including recently adopted plans or projects applicable to the Project-level or cumulative analyses provided in Chapter 4 of this Recirculated Draft PEIR. This section also includes corrections to the description of the County's Density Bonus Ordinance.

Chapter 3: Project Description – Revisions in this chapter include changes described in Section 1.4.1, Summary of Revisions to the Metro Area Plan, and the universal changes to the Recirculated Draft PEIR described above.

Chapter 4: Introduction to Environmental Analysis – Universal revisions incorporated into each of the environmental resource sections may include but are not limited to the following, as appropriate for each chapter: changes to reflect incorporation of the Industrial Program; additional information related to other proposed implementation programs (e.g., Programs 1 through 9); updates to proposed goals and policies; updates to the regulatory setting; revisions to the cumulative analysis; updates to citations/references, and/or minor formatting changes. Other revisions specific to the applicable environmental resource section are summarized below.

- Section 4.1. Aesthetics – Additional revisions in this section include additional information related to existing implementation programs for new parks and green infrastructure, and a reduced significance determination under Threshold 4.1-2 related to scenic highways (i.e., from "Less Than Significant" to "No Impact").
- Section 4.2. Agriculture and Forestry Resources – Revisions in this section are generally limited to the universal changes addressed above.
- Section 4.3. Air Quality – Additional revisions in this section include updates to the regulatory setting to acknowledge adoption of the 2022 South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan, SCAQMD Community Emissions Reduction Plans, discussion of Community Emissions Reduction Plans (CERPs), and mitigation measure (MM) 4.3-1, Construction Emissions, and MM-4.3-2, Operational Emissions, to address potential construction and operational emissions, respectively. Finally, additional analysis was added to Threshold 4.3-4 and the potential Project impact related to odors was reduced from "Significant and Unavoidable" to "Less Than Significant".

- Section 4.4. Biological Resources – Additional revisions in this section include MM-4.4-1, Special-Status Plant Species, to address potential impacts to special status plant species in the Project area.
- Section 4.5. Cultural Resources – Additional revisions in this section include additional discussion of the Metro Area Plan Historic Context Statement, an additional Figure 4.5-2 identifying designated and eligible historic resources, additional analysis/discussion related to designated and eligible historic resources on parcels that could potentially facilitate new development/redevelopment under the Project; and MM-4.5-1, Historic Architectural Resources, MM-4.5-2. Archaeological Resources, and MM-4.5-3, Paleontological Resources, to address potential impacts to historic resources, archeological resources, and paleontological resources, respectively.
- Section 4.6. Energy – Additional revisions in this section include updates to existing environmental conditions, including revisions to Title 24, Building Energy Efficiency Standards (i.e., from 2019 to 2022 standards), statewide energy use, and the East LA Civic Center Microgrid Program.
- Section 4.7. Geology and Soils – Additional revisions in this section include a discussion of green streets and green alley projects, including the West-Vermont Avenue Green Alley Project, which are existing implementation programs.
- Section 4.8. Greenhouse Gas Emissions - Additional revisions in this section include revisions/additions to the regulatory setting for the Inflation Reduction Act of 2022, Title 20, Title 24, California Air Resources Board (CARB) 2022 Scoping Plan, Advanced Clean Cars Program and Zero-Emissions Vehicle Program, Advanced Clean Trucks Regulation, AB 1279, AB 1757, EO S-3-05, and SB 1020. This section also includes a conflict analysis table (Table 4.8-6) to address the recently adopted CARB 2022 Scoping Plan as well as a revised preliminary conflict analysis for the Revised Draft 2045 Climate Action Plan for informational purposes only.
- Section 4.9. Hazards and Hazardous Materials – Additional revisions in this section include the recent adoption of the Green Zones Program and County Oil Well Ordinance, updates to the California Building Code and Fire Code, and MM-4.9-1, Environmental Site Assessment to reduce potential impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. The discussion of oil and gas wells under Threshold 4.9-2 was also revised to focus on potential impacts related to soil and/or groundwater contamination.
- Section 4.10. Hydrology and Water Quality – Additional revisions in this section include a discussion of the green streets and green alley projects, including the West-Vermont Avenue Green Alley Project, which are existing implementation programs.
- Section 4.11. Land Use and Planning - Additional revisions in this section include but are not limited to a discussion of the -GZ Combining Zone and revisions to the General Plan and OurCounty conflict evaluation tables (Tables 4.11-1 and 4.11-2, respectively) to reflect the Project's revised goals, policies, and programs.
- Section 4.12. Mineral Resources - Additional revisions in this section include the recent adoption of the Green Zones Program and County Oil Well Ordinance, resulting in the significance determinations for both thresholds in Section 4.12 (i.e., Thresholds 4.12-1 and 4.12-2) changing from "Significant and Unavoidable" to "Less Than Significant".
- Section 4.13. Noise - Additional revisions in this section include minor revisions to MM-4.13-1, Commercial/Industrial/Mixed-Use/Accessory Commercial Units Operational Noise, MM-4.13-2, Construction Noise, and MM-4.13-3, Construction Vibration.
- Section 4.14. Population and Housing – Revisions in this section are generally limited to the universal changes addressed above.

- Section 4.15. Public Services - Additional revisions in this section include the removal of the park-related information for facilities and services (both under the Sections 4.15.1, Environmental Setting, and Section 4.15-2, Environmental Impact) to Section 4.16, Recreation, to better integrate and reduce repetition for the analysis related to parks and recreational facilities. In addition, the cumulative impact discussions related to fire/emergency response services and police/sheriff services were revised to address potential cumulative impacts to neighboring jurisdictions.
- Section 4.16. Recreation - Additional revisions in this section involve the inclusion of the park-related information and analysis for facilities and services (e.g., Threshold 4.16-1) to better integrate and reduce repetition of the discussion/analysis related to parks and recreational services/facilities. Threshold 4.16-1 and park-related information for facilities and services was previously addressed in the 2022 Draft PEIR in Section 4.15 (e.g., Threshold 4.15iv).
- Section 4.17. Transportation – Additional revisions in this section include clarifications to the regulatory setting, specially, minor changes to the description of the Los Angeles County 2045 Climate Action Plan and additional information regarding proposed Project changes to existing specific plans.
- Section 4.18. Tribal Cultural Resources - Additional revisions in this section include MM-4.18-1, Tribal Cultural Resources added to address potential impacts to tribal cultural resources.
- Section 4.19. Utilities and Service Systems - Additional revisions in this section include revisions to Threshold 4.19-1 to reference MM-4.3-1, MM-4.4-1, MM-4.5-1, MM-4.5-2, MM-4.5-3, MM-4.5-4, MM-4.9-1, MM-4.13-2, MM-4.13-3, and MM-4.18-1 (discussed above), which would reduce potential construction-related utility infrastructure impacts.

Chapter 5. Other CEQA Considerations - Additional revisions in this section include updated significance determinations for Mineral Resources and analyses of new mitigation measures for Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Tribal Cultural Resources, and Utilities and Service Systems.

Chapter 6. Alternatives to the Proposed Project - Additional revisions in this section include updated significance determinations for Aesthetics, Air Quality, and Mineral Resources, and new mitigation measures for Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Tribal Cultural Resources, and Utilities and Service Systems, and an updated discussion of alternatives to reflect applicable changes to significance determinations.

Chapter 7. Preparers - Additional revisions in this section include updates to the County staff members' titles.

1.5 Environmental Review Process

In accordance with Section 15082(a) of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) for a 30-day public review period. The NOP was sent to the State Clearinghouse, the Los Angeles County Clerk, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on February 14, 2022 and ended on March 17, 2022. The purpose of the NOP is to formally convey that the County, as the lead agency, solicited input regarding the scope and proposed content of the Recirculated Draft PEIR.

The NOP was also printed in the following publications: Our Weekly, LA Wave, East LA Tribune, Gardena Valley News, The Sentinel, and La Opinion. Additionally, copies of the NOP were available at the following County Public Library locations: Martin Luther King Jr. Library, Willowbrook Library, Florence Express Library, Huntington Park Library,

East Los Angeles Library, Woodcrest Library, City Terrace Library, and East Rancho Dominguez Library. Electronic copies of the NOP were made available in English and Spanish for download on the County's website at:

planning.lacounty.gov/long-range-planning/metro-area-plan/documents/

The NOP included a description of the proposed Project, identification of potential environmental effects that would be addressed in the Recirculated Draft PEIR, and an invitation to agencies and the public to review and to identify any additional environmental issues that should be addressed as well. The NOP and comments are provided in Appendix A of this Recirculated Draft PEIR. Comments on the NOP were received from three State agencies, three regional agencies, three organizations, and three individuals. The NOP comment letters, which contain environmental concerns, are listed in Table 1-1, Notice of Preparation and Comment Letters Summary, along with a summary of the environmental issues raised and the Recirculated Draft PEIR Section(s), of Chapter 4, Environmental Impact Analysis, where the environmental topics are addressed.

Table 1-1. Notice of Preparation and Comment Letters Summary

Commenter	Date Received	Summary of Comments	Addressed in PEIR Section(s)
State Agency			
Native American Heritage Commission (NAHC)	February 16, 2022	NAHC provides recommendations for cultural assessment by contacting the appropriate regional California Historical Research Information System Center; contacting NAHC for Sacred Lands File search and Native American Tribal Consultation List; and consulting legal counsel about compliance with Assembly Bill 52, Senate Bill 18, and other applicable laws.	Section 4.18, Tribal Cultural Resources
California Department of Transportation (Caltrans) District 7	March 10, 2022	Caltrans notes Senate Bill (SB) 743 and CEQA mandates to analyze impacts related to vehicle miles traveled (VMT) in assessing potential transportation impacts. The comment states the Draft PEIR should analyze potential safety impacts and recommended mitigation. In addition, Caltrans recommends Transportation Demand Management (TDM) strategies and Intelligent Transportation Systems (ITS) for proposed Project components; cites existing guidance and resources. In conclusion, Caltrans notes requirements of projects to have an Encroachment Permit when using State right-of-way and encourages construction vehicles to use facilities during off-peak commute periods.	Section 4.17, Transportation
California Department of Fish and Wildlife (CDFW) Region 5	March 15, 2022	CDFW cited existing law in the comment letter establishing its role as a trustee agency for fish and wildlife resources and as a responsible agency under CEQA. The comment summarizes the proposed project description and location. CDFW recommends a Stream Delineation and Impact Assessment for impacts related to the Los Angeles River and Compton Creek, recommends evaluation methodology and mitigation for potential impacts. Additionally, CDFW recommends analysis on impacts to nesting birds and bats,	Section 4.4, Biological Resources

Table 1-1. Notice of Preparation and Comment Letters Summary

Commenter	Date Received	Summary of Comments	Addressed in PEIR Section(s)
		methodology for analysis and potential mitigation. The comment also provides general recommendations for disclosure, analysis, mitigation measures, and to provide a Biological Baseline Assessment.	
Regional Agency			
Los Angeles County Sanitation Districts (Districts)	March 14, 2022	The Districts state that the Project area is located within the boundaries of Districts Nos. 1, 2, 5, and 8. The comment provides existing conditions of the sewerage system and regional wastewater conveyance system. In addition, the comment cites individual facilities' capacity, requests future industrial developments to secure an Industrial Wastewater Discharge Permit. The comment provides wastewater generation calculation, connection fees information, and encourages consistency with federal, State, and local regulations.	Section 4.19, Utilities and Service Systems
Los Angeles County Metropolitan Transportation Agency (Metro)	March 15, 2022	Metro recommends the Draft PEIR include discussion on transit services and facilities, adjacent right-of-way, and potential impacts to Metro and Metrolink facilities and provides recommendations and resources for transit supportive planning.	Chapter 2, Environmental Setting; Section 4.17, Transportation
South Coast Air Quality Management District (SCAQMD)	March 15, 2022	The SCAQMD requests the Draft PEIR and technical appendices be sent for its review. In addition, the comment recommends utilization of existing guidance for preparing air quality and greenhouse gas emissions analyses.	Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions
Organizations			
Communities for a Better Environment	March 17, 2022	The commenter requests a minimum of 60 days for public comment on the Draft PEIR. The comment notes existing environmental justice concerns within several of the Project area's communities and requests the Project consider Green Zones in the implementation of the Housing Element Update. The comment also requests Project components to include anti-displacement strategies to address gentrification and displacement and analysis on cultural resources, community character, housing, and community-based resources/amenities. The comment concludes with requests for continued outreach for the proposed Project.	Section 4.1, Aesthetics; Section 4.3, Air Quality; Section 4.5, Cultural Resources; Section 4.10, Hydrology and Water Quality; Section 4.11, Land Use and Planning; Section 4.14, Population and Housing; Section 4.15, Public Services; Section 4.17, Transportation

Table 1-1. Notice of Preparation and Comment Letters Summary

Commenter	Date Received	Summary of Comments	Addressed in PEIR Section(s)
East Yard Communities for Environmental Justice	March 17, 2022	This commenter expresses support for Green Zones and implementation within the proposed Project. The comment requests more information on the proposed new industrial zones as well as expresses concern for traffic, air quality, hazards-related impacts. The comment also expressed confusion for proposed rezoning maps for the Willowbrook community. The comment recommends a Community Stability Impact Assessment as part of the Draft PEIR to assess impacts related to housing and land use.	Chapter 3, Project Description; Section 4.3, Air Quality; Section 4.9, Hazards and Hazardous Materials; Section 4.11, Land Use and Planning; Section 4.14, Population and Housing; Section 4.17, Transportation
Vision City Terrace (coalition including Legacy L.A. and East Yard Communities for Environmental Justice)	March 17, 2022	This commenter provides background on existing conditions for the East Los Angeles community and cites redlining and air pollution from freeways and industrial land uses. The comment recommends the Draft PEIR analyze specific issues related to the proposed industrial rezoning. The comment expresses opposition to industrial development and cites lack of greenspace. Moreover, the comment requests more information on permitted uses for the industrial zones, as well as analysis on traffic and air quality impacts and coordination with the Green Zones Ordinance. The comment requests the analysis to include impacts of climate change, preservation of nature and existing open space, land use impacts, economic impacts, air and noise impacts, and public services.	Chapter 3, Project Description; Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; Section 4.9, Hazards and Hazardous Materials; Section 4.11, Land Use and Planning; Section 4.13, Noise; Section 4.15, Public Services; Section 4.17, Transportation; Chapter 5, Other CEQA Considerations
Individuals			
Claudio Benitez	March 16, 2022	This commenter asks if mitigation is proposed to address noise and land use impacts from proposed Accessory Commercial Units (ACUs). Further, the commenter expresses concern for impacts related to crime, aesthetics of ACUs, trash, and land use operations. The commenter also asks if mitigation is proposed to address hazard remediation of rezoned parcels.	Section 4.2, Aesthetics; Section 4.9, Hazards and Hazardous Materials; Section 4.11, Land Use and Planning; Section 4.13, Noise; Section 4.15, Public Services; Section 4.19, Utilities and Service Systems

Table 1-1. Notice of Preparation and Comment Letters Summary

Commenter	Date Received	Summary of Comments	Addressed in PEIR Section(s)
Ashley Orona	March 17, 2022	This commenter expresses concern for proposed rezoning and potential impacts causing gentrification. Additionally, the comment raises concern for industrial rezoning and states opposition. Instead, the comment supports Project alternatives with green spaces and does not support office-type uses.	Chapter 3, Project Description; Section 4.14, Population and Housing; Section 4.15, Public Services; Section 4.16, Recreation; Chapter 6, Alternatives
Yanel Saenz	March 17, 2022	This commenter raises concern for displacement from development related to the ELAC South Gate community college campus. The comment also expresses opposition to industrial rezoning and office land uses as part of the proposed Project. The comment asks for clarification on proposed land uses and supports more green and recreational space in the Project area.	Chapter 3, Project Description; Section 4.14, Population and Housing; Section 4.15, Public Services; Section 4.16, Recreation

Source: Appendix A-2

Pursuant to Section 21083.9 of the CEQA Statutes and Section 15802(c) of the CEQA Guidelines, the lead agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or areawide significance as outlined in Section 15206 of the CEQA Guidelines. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. Rather than conducting an in-person meeting, the Governor's Executive Order N-25-20 allows local governments to hold meetings via teleconferencing while still meeting State transparency requirements. Therefore, the Project's scoping meeting was held online, through a webinar-type format. The County hosted one scoping meeting that was held on March 2, 2022, from 5:00 PM to 6:30 PM that was made available through the County's website at:

planning.lacounty.gov/long-range-planning/metro-area-plan/documents/

At the conclusion of the presentation, attendees of the scoping meeting were able to provide comments and questions about the proposed Project to the County and the CEQA consultant during the questions and answers portion of the meeting. The County received approximately 12 comments/questions with environmental concerns during the scoping meeting, which are provided in Table 1-2, Scoping Meeting Comments Summary, below.

Table 1-2. Scoping Meeting Comments Summary

Commenter	Summary of Comments	Addressed in PEIR Section(s)
Ariana Rodriguez	Question pertaining to the location of proposed maps related to rezoning and policy recommendations; Question about proposed industrial rezoning designation and associated environmental impacts; Question about how to submit a written comment	Chapter 3, Project Description; Chapter 5, Other CEQA Considerations; Chapter 1, Introduction

Table 1-2. Scoping Meeting Comments Summary

Commenter	Summary of Comments	Addressed in PEIR Section(s)
David Padilla	Question about green space for rezoned areas of East Los Angeles and traffic impacts	Chapter 3, Project Description; Section 4.15, Public Services; Section 4.16, Recreation; Section 4.17, Transportation
Margaret	Question about Draft PEIR's accessibility and public review period; Question about cumulative projects and potential impacts to air quality and traffic; Question about the Project title; Comment regarding unrelated project and the environmental review process; Opposed to "by-right" projects	Chapter 1, Introduction; Section 4.3, Air Quality; Section 4.17, Transportation; N/A
Carina Sanchez	Question about how to make a written public comment; Supports mixed-use rezoning from industrial uses	Chapter 1, Introduction; N/A
Sonia Roman	Question on the proposed industrial rezoning and proposed uses	Chapter 3, Project Description; Section 4.11, Land Use and Planning
Eva Pitts	Question about environmental analysis, specifically related to potential adverse impacts to low-income or minority communities	Chapter 4, Environmental Impact Analysis (i.e., Sections 4.3, Air Quality; 4.5, Cultural Resources; 4.6, Energy; 4.9, Hazards and Hazardous Materials; 4.10, Hydrology and Water Quality; 4.11, Land Use and Planning; 4.12, Mineral Resources; 4.13, Noise; 4.14, Population and Housing; 4.15, Public Services; 4.16, Recreation; 4.17, Transportation; 4.19, Utilities and Service Systems; 4.20, Wildfire)
David Padilla	Question related to existing air quality conditions and concerns for uses in City Terrace	Section 4.3, Air Quality
Felix Robles	Opposed to industrial land uses in City Terrace; Question about field visits to existing industrial areas (i.e., City Terrace); Question about public noticing for Scoping Meeting	N/A; Chapter 4, Environmental Impact Analysis; Chapter 1, Introduction
Anonymous Attendee	Question about drafting the proposed Project	Chapter 3, Project Description
Anonymous Attendee	Question about the selection of CEQA consultant	N/A
Anonymous Attendee	Question about further community meetings and opportunities to comment	Chapter 1, Introduction
Anonymous Attendee	Comment requesting an extension to the NOP comment period	Chapter 1, Introduction

Source: County of Los Angeles 2022

The 2022 Draft PEIR was available for public review in accordance with the CEQA Guidelines Sections 15087 and 15105, to responsible and trustee agencies, other affected agencies, bordering municipalities, organizations, and all other interested parties. A Notice of Completion and Notice of Availability of the Draft PEIR were submitted to the State Clearinghouse, posted at the County Clerk's office, and published in the six newspapers noted above for the NOP. In addition, hardcopies of the Draft PEIR were available for public review at the eight libraries noted above for the NOP. The Draft PEIR was also posted on County Planning website for public review. The formal public review period for the Draft PEIR began on November 17, 2022 and ended on January 31, 2023, exceeding the 45-day minimum required under CEQA.

1.6 Public Review of the Recirculated Draft PEIR

In accordance with the CEQA Guidelines Sections 15087 and 15105, this Recirculated Draft PEIR is circulated to responsible and trustee agencies, other affected agencies, bordering municipalities, organizations, and all other interested parties for a 45-day public review period. A Notice of Availability of the Recirculated Draft PEIR was published in the following local newspapers: Our Weekly, Lynwood Press Wave, East LA Tribune, Gardena Valley News, The Sentinel, and La Opinion. Additionally, during the public review period, copies of the Recirculated Draft PEIR are available at the following County Public Library locations: AC Bilbrew Library, Willowbrook Library, Florence Library, Huntington Park Library, East Los Angeles Library, Woodcrest Library, City Terrace Library, and East Rancho Dominguez Library. In accordance with CEQA Guidelines Section 15105, the 45-day public review period for the Recirculated Draft PEIR begins on **Monday, June 12, 2023,** and ends on **Friday, July 28, 2023**. During the public review period, written comments concerning the Recirculated Draft PEIR may be submitted by interested public agencies and members of the public via email to: MetroAreaPlan@planning.lacounty.gov, or by mail to:

Los Angeles County Department of Regional Planning

Attn: Christina Tran
320 West Temple Street, Room G10
Los Angeles, California 90012

The Recirculated Draft PEIR can be viewed or downloaded at the County's website at: planning.lacounty.gov/long-range-planning/metro-area-plan/documents/

After the public review period ends, written responses to all comments on the environmental issues will be prepared as part of the Final PEIR. In addition, the Final PEIR may also contain corrections and additions to the Recirculated Draft PEIR and other information relevant to the environmental issues associated with the Project. As required by CEQA, written responses to comments received from any state agencies will be distributed to those agencies for review at least 10 days prior to the public hearing at which certification of the Final PEIR will be considered.

1.7 Incorporated by Reference

In accordance with Section 15150 of the CEQA Guidelines, an EIR may incorporate by reference all or portions of another publicly available document. Where all or part of another document is incorporated by reference, the incorporated language is considered to be included in the EIR. The following documents are incorporated into reference into this Recirculated Draft PEIR and are available to be viewed online:

- Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]), SCAG (2020)
- County of Los Angeles 2035 General Plan, County of Los Angeles, Department of Regional Planning (2015)
- County of Los Angeles Draft 2045 Climate Action Plan, County of Los Angeles, Department of Regional Planning (2022)
- County of Los Angeles General Plan Safety Element Update, County of Los Angeles, Department of Regional Planning (2022)
- Revised Housing Element 2021-2029, County of Los Angeles, Department of Regional Planning (2022)
- East Los Angeles Community Plan, County of Los Angeles, Department of Regional Planning (1988)
- Florence-Firestone Community Plan, County of Los Angeles, Department of Regional Planning (2019)
- Walnut Park Neighborhood Plan, County of Los Angeles, Department of Regional Planning (1987)
- West Athens-Westmont Community Plan, County of Los Angeles, Department of Regional Planning (1990)
- East Los Angeles 3rd Street Specific Plan, County of Los Angeles, Department of Regional Planning (2014)
- Florence-Firestone Transit Oriented District Specific Plan, County of Los Angeles, Department of Regional Planning (2023)
- Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, County of Los Angeles, Department of Regional Planning (2019)
- Willowbrook TOD Specific Plan, County of Los Angeles, Department of Regional Planning (2018)
- Zoning Code, Title 22, Los Angeles County Code (2022)
    - East Los Angeles Community Standards District (Chapter 22.316)
    - East Rancho Dominguez Community Standards District (Chapter 22.320)
    - Florence-Firestone Community Standards District (Chapter 22.324)
    - Walnut Park Community Standards District (Chapter 22.346)
    - West Athens-Westmont Community Standards District (Chapter 22.348)
    - West Rancho Dominguez-Victoria Community Standards District (Chapter 22.350)
    - Willowbrook Community Standards District (Chapter 22.352)
    - Green Zones Districts (Chapter 22.84)

This Recirculated Draft PEIR relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses. All the County documents that are incorporated by reference, are available for review online at: http://planning.lacounty.gov/.

1.8 Mitigation Monitoring Procedures

CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the proposed Project identified in the PEIR are implemented. Therefore, CEQA requires that the lead agency must adopt a program for monitoring or reporting on the required revisions and the measures it has imposed to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program for the Project will be completed as part of the Final PEIR, prior to consideration of the Project by the Los Angeles County Regional Planning Commission and Los Angeles County Board of Supervisors.

1.9 Recirculated Draft PEIR Organization

The Recirculated Draft PEIR is comprised on the following chapters:

- Executive Summary – This chapter provides a summary of the Project description, Project alternatives, environmental impacts, and mitigation measures.
- Chapter 1: Introduction – This chapter briefly discusses the purpose of the PEIR, identifies the environmental issues assessed in the PEIR, and describes the environmental review process and organization of the PEIR.
- Chapter 2: Environmental Setting – This chapter provides an overview of the Project location, existing conditions, public services and utilities, and cumulative projects.
- Chapter 3: Project Description – This chapter provides a detailed description of the Project, including Project location, Project characteristics, Project objectives, and required discretionary actions.
- Chapter 4: Environmental Impact Analysis – This chapter contains 20 sections that analyze each environmental resource topic areas. Each section presents the environmental setting, Project and cumulative impact analyses, mitigation measures and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- Chapter 5. Other CEQA Considerations - This Chapter provides a discussion of significant and unavoidable impacts that would result from the Project, significant and irreversible changes to the environment, growth-inducing impacts, potential secondary effects of mitigation, and effects found not to be significant.
- Chapter 6. Alternatives to the Proposed Project - This chapter an analysis of a range of reasonable alternatives to the Project.
- Chapter 7. Preparers - This chapter includes a listing of the primary authors of the Recirculated Draft PEIR.

1.10 References

County of Los Angeles. 2022. Metro Area Plan: Virtual Workshop Recordings. Department of Regional Planning. April 2022. https://planning.lacounty.gov/site/metroareaplan/documents/

County of Los Angeles 2023. “Industrial Land Use Strategy Program Conceptual Zones and Figure Maps,” provided as Appendix G of the Los Angeles County Metro Area Plan. June 2023. https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

2 Environmental Setting

2.1 Introduction

This chapter describes the environmental setting of the County of Los Angeles (County) Metro Area Plan (Metro Area Plan or Project) and provides an overview of the regional setting, existing conditions within the unincorporated communities of the Metro Planning Area, and the planning context. As stated in California Environmental Quality Act (CEQA) Guidelines Section 15125(a):

> An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

CEQA requires that the lead agency describes the physical environmental conditions as they exist at the time the Notice of Preparation (NOP) is published, which was February 2022. Comments received in response to the NOP are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft Program Environmental Impact Report (Recirculated Draft PEIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

2.1.1 Scope of the Environmental Impacts

The proposed Metro Area Plan is evaluated in this Recirculated Draft PEIR at a programmatic level, in accordance with CEQA Guidelines, Section 15168. The Metro Area Plan is a policy document that would not result in the construction or operation of any new development or infrastructure projects; however, implementation of the Metro Area Plan would result in changes to land use designations and zones, which would allow for additional future development to occur. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the indirect impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035. The following environmental resources are assessed in Sections 4.1 through 4.20 of Chapter 4, Environmental Impact Analysis, of this Recirculated Draft PEIR in accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist Form:

Section 4.1	Aesthetics
Section 4.2	Agriculture and Forestry Resources
Section 4.3	Air Quality
Section 4.4	Biological Resources
Section 4.5	Cultural Resources
Section 4.6	Energy
Section 4.7	Geology and Soils

Section 4.8	Greenhouse Gas Emissions
Section 4.9	Hazards and Hazardous Materials
Section 4.10	Hydrology and Water Quality
Section 4.11	Land Use and Planning
Section 4.12	Mineral Resources
Section 4.13	Noise
Section 4.14	Population and Housing
Section 4.15	Public Services
Section 4.16	Recreation
Section 4.17	Transportation
Section 4.18	Tribal Cultural Resources
Section 4.19	Utilities and System Services
Section 4.20	Wildfire

2.1.2 Approach to Environmental Analysis

Section 4.1 through Section 4.20 of Chapter 4, Environmental Impact Analysis, of this Recirculated Draft PEIR present the environmental setting, regulatory framework, and analyses of potential impacts related to future development that is expected to occur through the buildout of the Metro Area Plan by 2035. The Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of potential future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Development project-specific evaluations are not possible because the actual locations and intensity of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative. If potential significant impacts are identified, feasible programmatic mitigation measures are recommended. The analysis also includes an anticipated level of impact after the implementation of programmatic mitigation measures.

The Project analysis evaluates proposed updates to the Los Angeles County 2035 General Plan (General Plan) and the Los Angeles County Code (County Code), as well as to certain community plans, transit-oriented districts (TOD) specific plans, and Community Standards Districts (CSDs) applicable to the Project area, as discussed in detail in Chapter 3, Project Description of this RDPEIR.

2.2 Regional Setting

2.2.1 Regional Location

Los Angeles County is one of the nation's largest counties with approximately 4,083 square miles and has the largest population of any county in the nation—nearly 10 million residents who account for approximately 27% of California's population (U.S. Census 2022a; County of Los Angeles 2022a). Stretching along 75 miles of the Pacific

Coast of Southern California, the County includes 88 incorporated cities across its 4,083 square mile land area, and is bordered to the south by Orange County, to the southeast by San Bernardino County, to the north by Kern County, and to the northwest by Ventura County (County of Los Angeles 2015a). More than 65% of the County, or approximately 2,653 square miles, is unincorporated (Count of Los Angeles 2015a; 2022a). The County, via the Los Angeles County Department of Regional Planning (DRP), is responsible for planning and regulating development in these areas, which support a population of over one million residents (County of Los Angeles 2022a).

To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a planning framework in 2015 (County of Los Angeles 2015a). This framework, established by the General Plan, identifies 11 Planning Areas, which constitute the Planning Areas Framework, including the Metro Planning Area. The Metro Planning Area is located in the geographic center of the County and is home to and heavily defined by its proximity to Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington, D.C. (County of Los Angeles 2015a).

There are seven unincorporated communities within the Metro Planning Area: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Figure 2-1, Los Angeles County Planning Areas, shows the regional location of the Metro Planning Area within the County, while Figure 2-2, Project Location, shows the location of the seven unincorporated Metro Planning Area communities. These seven unincorporated communities, which support a population approximately 303,045 residents, comprise the "Project area", which is the focus and regional extent of the Metro Area Plan (U.S. Census 2022b).[1]

2.2.2 Regional Planning Considerations

2.2.2.1 State

California Government Code

State Planning Law

State planning law (California Government Code Section 65300) requires every county or city in California to adopt a comprehensive, long-term general plan for physical development of the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a countywide vision. State law requires that a general plan address nine elements or topics (land use, circulation, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the county or city that a general plan should address. In Los Angeles County, the General Plan serves as the foundation for all community-based plans, including Area Plans, for the unincorporated communities which focus on land use and other policy issues that are specific to the Planning Areas. The Planning

[1] Project area population reflects 2020 Decennial Census data, as provided by the U.S. Census Bureau (U.S. Census 2022). While projections were available for 2021 and 2022 population at the time of NOP publication, these projections are based on formulas which extrapolate from 2020 Decennial Census data. As the 2020 U.S Census Bureau population data represents "real" population numbers captured by the 2020 Decennial Census, this Recirculated Draft PEIR uses 2020 data as the most reliable and accurate available data for population estimates.

Areas Framework Program (Program LU-1) of the General Plan requires the completion of an Area Plan for each of the County's 11 Planning Areas (e.g., the Metro Area Plan).

Section 65580, Housing Element Law

Housing Element law is the main vehicle through which the State affects local housing and land use policies. The law does not require local governments to actually build the housing, but the adopted Housing Element must provide an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element must identify adequate sites for housing and make adequate provision for the existing and projected needs of all economic segments of the community. The County of Los Angeles' Housing Element must be updated every four years and must be reviewed by the California Department of Housing and Community Development (HCD) before it is adopted.

Climate Change Scoping Plan

The California Air Resources Board (CARB) is charged with protecting the public from the harmful effects of mobile source air pollution and developing programs and actions to fight climate change (CARB 2022a). CARB is required to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every 5 years.

Subsequent to the original release of the Draft PEIR, CARB adopted the 2022 Scoping Plan Update in December 2022. The 2022 Scoping Plan outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (as compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030 but does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2022a).

The 2022 Scoping Plan Update also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO2 is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered to not conflict with the statutes and EOs if it would meet the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and would not impede attainment of those goals.

2.2.2.2 Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a federally-recognized Metropolitan Planning Organization (MPO) that represents the counties of Los Angeles, Orange, Ventura, Imperial, San Bernardino, and Riverside, and 190 cities, and encompasses over 38,000 square miles (SCAG 2022). SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents (SCAG 2022).

Regional Transportation Plan/Sustainable Communities Strategy

SCAG is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled (VMT), congestion, and greenhouse gas (GHG) emissions.

The Final 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (also referred to as "Connect SoCal") presents the land use and transportation vision for the SCAG region through fiscal year 2045 (SCAG 2020). The following are the explicit goals set forth by RTP/SCS Connect SoCal: (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 person and goods movement and travel choices within 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; and (10) promote conservation of natural and agricultural lands and restoration of habitats (SCAG 2020).

As it applies to the Project's implementation of rezoning/redesignation for Project-area sites identified in the Housing Element (i.e., sites to accommodate the County's Regional Housing Needs Assessment [RHNA] obligation), the State Legislature intended that planning be coordinated and integrated with the RTP/SCS. To achieve this goal, the County's total RHNA obligation (i.e., approximately 90,052 housing units, which includes 30,884 units to be accommodated as a result of Project implementation) is consistent with the development pattern included in the RTP/SCS Connect SoCal (Cal. Govt. Code Section 65584.04[m]) (SCAG 2020). Programs and standards set forth within the Project are designed

to accommodate potential growth projections outlined in the RTP/SCS Connect SoCal and to demonstrate compatibility with the RTP/SCS Connect SoCal regional goals and intents.

South Coast Air Quality Management District

South Coast Air Basin

The Project area is located within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east (SCAQMD 2017). The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017). The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, State, and local air pollution control regulations in the SCAB. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain State and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

Air Quality Management Plan

SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain the California Ambient Air Quality Standards and National Ambient Air Quality Standards in the SCAB. SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. The 2022 AQMP was adopted on December 2, 2022, and was developed to address the 2015 national ozone standard. The 2022 AQMP provides the regional path towards improving air quality and meeting federal standards for air pollutants. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 federal ozone standard (SCAQMD 2022a).

2.2.2.3 Local

Los Angeles County General Plan and Planning Areas Framework Program

The Los Angeles County 2035 General Plan, adopted on October 6, 2015, provides goals and policies to achieve Countywide planning objectives for the unincorporated areas and serves as the foundation for all community-based plans, including the Project. The Planning Areas Framework Program of the General Plan (LU-1) requires completion of an area plan for each of the 11 County Planning Areas. In addition to establishing universal guidelines, the Planning Area Framework Program directs lead agencies to design and implement area plans which address land use and policy issues that are specific to the given Planning Area (See Chapter 3, Project Description, for a more detailed discussion of required area plan components).

As provided in LU-1, the Project also reviews and considers various "opportunity areas", which have been identified in the General Plan as areas that should be considered for further study when preparing community-based plans (County of Los Angeles 2015a). The different kinds of opportunity areas relevant to the Project are described in Table 2-1, Opportunity Area Types, below. The location of the opportunity areas played a critical role in the formulation of the programs and policies set forth in both the recently adopted update to the General Plan Housing Element and the proposed Metro Area Plan, including selection of appropriate sites to facilitate future residential development, where to promote a transition away from industrial land use practices, and where to focus on mobility improvements.

Table 2-1. Opportunity Area Types

Opportunity Area	Description
Transit Centers	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Neighborhood Centers	Areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Industrial Flex Districts	Areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas would provide opportunities for non-industrial uses and mixed uses, where appropriate, as well as light industrial or office/professional uses that are compatible with residential uses.
Industrial Opportunity Areas	Economically viable industrial and employment-rich lands located in an unincorporated community that has an adopted community-based plan or is in the process of creating one. Future considerations should be given to these areas to be preserved as Employment Protection Districts, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (e.g., residential, and commercial) should be enforced.

Source: County of Los Angeles 2015a

The General Plan, together with community-based plans, also establish land use categories (or "designations") to provide a framework for the basic type and intensity of uses permitted each land use category, including the overall maximum density for residential development and maximum intensity of development for commercial and industrial uses. The land use designations for the Project area are provided in the following series of figures: Figure 2-3a, Existing General Plan Land Use, East Los Angeles; Figure 2-3b, Existing General Plan Land Use, East Rancho Dominguez; Figure 2-3c, Existing General Plan Land Use, Florence Firestone; Figure 2-3d, Existing General Plan Land Use, Walnut Park; Figure 2-3e, Existing General Plan Land Use, West Athens-Westmont; Figure 2-3f, Existing General Plan Land Use, West Rancho Dominguez-Victoria; and Figure 2-3g, Existing General Plan Land Use, Willowbrook.

6th Cycle Housing Element Update (2021–2029)

The County's Housing Element is one of the seven required elements of the General Plan. Per Section 65583(c)(7) of the California Government Code (CGC), Housing Element policies are shaped by, and must be consistent with, other General Plan elements and associated policies. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. As such, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the regional housing need, also known as the RHNA. Under the current RHNA, the unincorporated County is required to provide the zoned capacity to accommodate the development of at least 90,052 housing units affordable to households at specific income levels using various land use planning strategies.

In order to satisfy its RHNA, the County recently adopted an update to the Housing Element for the "6th Cycle" 2021–2029 planning period (referred to herein as the "Housing Element"), consisting of: an adequate sites inventory; rezoning program; analysis of constraints and barriers; goals, policies, and implementation programs; amendments to Title 22, Planning and Zoning, (Zoning Code) of the Los Angeles County Code; and amendments to the General Plan Land Use Element (County of Los Angeles 2022b).

While the County's unincorporated areas have the existing capacity to accommodate up to 34,278 of the required RHNA units, there is a remaining capacity shortfall that must be accounted for if the County is to fulfill its RHNA obligations as required by State law. Approximately 20,750 lower-income, 9,019 moderate-income, and 26,005 above-moderate-income units will be accommodated for via rezoning efforts implemented throughout the County (i.e., Housing Element Program 17, Adequate Sites for RHNA) (County of Los Angeles 2022b). The redesignation/rezoning effort(s) will primarily consist of implementing land use and zone changes to convert existing commercial and/or low-density residential designations to mixed-use and/or higher-density residential designations (County of Los Angeles 2022b). The Project would implement the Housing Element's proposed rezoning/redesignation program for sites located within the Project area, resulting in the development of an additional 30,884 dwelling units counted toward the County's RHNA allocation.

Los Angeles County Code

Working in tandem with the General Plan to implement the goals and policies outlined therein is the County Code. The County Code codifies the County's Zoning Code (Title 22, Planning and Zoning). The Zoning Code, together with the Subdivision Code (Title 21) and zoning map, are implementation tools of the General Plan that provide details on specific allowable uses, design and development standards, and procedures in accordance with the land use designations assigned per the General Plan or applicable community-based plan(s). Zoning and subdivision regulations govern the division, design, and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setbacks standards for structures.

Per the County's Zoning Code and zoning map, the existing zoning for the Project area is illustrated in the following series of figures: Figure 2-4a, Existing Zoning, East Los Angeles; Figure 2-4b, Existing Zoning, East Rancho Dominguez; Figure 2-4c, Existing Zoning, Florence-Firestone; Figure 2-4d Existing Zoning, Walnut Park; Figure 2-4e, Existing Zoning, West Athens-Westmont; Figure 2-4f, Existing Zoning, West Rancho Dominguez-Victoria; and Figure 2-4g, Existing Zoning, Willowbrook.

The County Code also establishes and defines the CSDs, referenced in the General Plan. The CSDs apply three different types of development standards to a given community, which are: (1) community wide, (2) zone specific,

or (3) area-specific development standards. Community-wide development standards apply to all proposed development and new land uses on any lot within the area covered by the CSD. Zone-specific standards refer to standards that apply only to proposed development or a new land use on a lot covered by a specific zone within the community, and which build upon Countywide zoning standards set forth in the Zoning Code.[2] Area-specific standards apply only to lots within one or more specific geographic areas of a CSD.[3] In addition to implementing area-specific, community-wide, and/or zone-specific development standards, as applicable, CSD regulations could include regulatory requirements related to density bonuses, inclusionary housing policy (County of Los Angeles 2020a), Accessory Dwelling Units (ADUs), and/or Junior Accessory Development Units (JADUs), among others. Over 25 CSDs have been established as a result of Division 10 of the Zoning Code, including one for each of the seven unincorporated communities of the Metro Planning Area.

Chapter 22.120, Density Bonus

To mitigate the impacts of government policies, rules, and regulations on the development and improvement of affordable housing, the County offers a number of regulatory incentives, including density bonuses. The County's Density Bonus Ordinance (Ordinance No. 2019-0053), detailed in Chapter 22.120 of the Zoning Code, offers deeper affordability, a simplified process for incentives and waivers, and bonuses that are above and beyond the requirements of the State's Density Bonus Law. The Density Bonus Ordinance offers density bonuses and waivers or modifications to development standards for senior citizen housing developments and housing developments (minimum size of five units) that set aside a portion of the units for extremely low-, very low-, lower- and moderate-income households. In addition, the Density Bonus Ordinance offers incentives for housing developments that set aside a portion of the units for extremely low-, very low-, lower- and moderate-income households. Table 2-2, Density Bonus Ordinance (Density Bonus Sliding Scale), shows the Density Bonus Ordinance's density bonus sliding scale for various types of housing projects.

Table 2-2. Density Bonus Ordinance (Density Bonus Sliding Scale)

Income Group	Minimum Set-Aside of Affordable Units	Base Bonus	Maximum Bonus for Projects with 100% Affordable Projects[2]
Extremely Low Income	5%	25%	120%[2]
Very Low Income	5%	20%	100%[2]
Lower Income	10%	20%	80%[2]
Moderate Income *(common interest developments only)*	10%	5%	60%
Section Citizen Housing Development[1]	-	20% of the number of senior units	—
Land Donation *(with very low income housing set-aside on donated land only)*	10%	15%	35%

Source: County of Los Angeles 2022b

1 Affordability is not a requirement for senior housing developments to qualify for a density bonus and waivers or modifications to development standards per the Zoning Code.

2 The County's sliding scale also reflects Assembly Bill (AB) 1763 (Chiu), which provides an enhanced density bonus by-right for eligible 100% affordable housing developments.

2 If a zone-specific development standard appears to conflict with a community-wide development standard, the zone-specific standard shall supersede the community-wide standard.

3 Where an area-specific development standard differs from either a community-wide or zone-specific development standard, the area-specific standard shall supersede all others.

Green Zones Program

The Green Zones Program, which was approved by the County Board of Supervisors on June 14, 2022, promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses (County of Los Angeles 2020b). Prior to implementation of the Green Zones Program, the County's Zoning Code was the primary means of regulating industrial uses, which was based solely on zoning and land use category, without consideration for proximity to incompatible land uses, such as multi-family residential developments and other "new sensitive uses" (County of Los Angeles 2020b).[4] In addition, new sensitive uses that are located adjacent to or adjoining an existing, legally-established industrial, recycling or solid waste, or vehicle-related use are now required to comply with additional development standards including landscaping, buffering, and open space requirements. The Green Zones Program seeks to enhance protection of sensitive uses, where such uses are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the General Plan or Zoning Code (County of Los Angeles 2020b).

Utilizing the Environmental Justice Screening Method (EJSM),[5] the Green Zones Program addresses incompatible land uses in proximity to sensitive uses and the lack of previously existing mechanisms to require appropriate mitigation measures within the unincorporated County (County of Los Angeles 2020b). As an initial framework, the Green Zones Program identifies eleven Green Zone Districts, which are communities located within the unincorporated County where the existing land use pattern(s) have the potential to adversely affect sensitive uses (County of Los Angeles 2020b). The Green Zones Program established new development standards and/or more stringent entitlement processes within the Green Zone Districts for specific industrial, recycling, or vehicle-related uses for properties located within a 500-foot radius of a sensitive use.[6]

In addition to the revisions to the Zoning Code, the Green Zones Program included a General Plan Amendment to ensure consistency with the revisions to the Zoning Code. The amendment consisted of text changes to policies in Chapter 3 (Guiding Principles), Chapter 6 (Land Use Element), Chapter 14 (Economic Development Element) and Appendix C (Land Use Element Resources) of the General Plan (County of Los Angeles 2020b). The edits and additions to policies in these chapters support the incorporation of the Green Zones Program framework into the General Plan as well as the implementation of the goals of Senate Bill (SB) 1000[7] and existing environmental justice language in the General Plan.

While certain provisions in the Green Zones Program are applicable Countywide, such as the increased regulation of specific recycling and solid waste uses, the Green Zones Program has particular relevance and applicability for the Metro Planning Area. All seven unincorporated Metro Planning Area communities are identified as Green Zone Districts, with approximately 8% of all Project area parcels subject to Green Zone District overlay standards (e.g., commercially and industrially zoned parcels within 500 feet of new sensitive uses) (County of Los Angeles 2020b). The number of Green Zone District communities and subject parcels within the Project area speaks to the historic

4 New sensitive uses are defined by the Green Zones Program to include a range of land uses where individuals are most likely to reside or spend time, including housing units, schools and school yards, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, shelters, and daycares, or preschools as accessory to a place of worship (County of Los Angeles 2020b).

5 The EJSM illustrates cumulative risks associated with environmental justice within the County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks.

6 The Green Zone District development standards and/or entitlement processes are applicable to properties that are located within a 500-foot radius of a sensitive use of another unincorporated area property or a residential use on a property within incorporated city boundaries. (County of Los Angeles 2020b).

7 SB 1000, Environmental Justice in Local Land Use Planning, requires local governments to identify environmental justice communities, referred to as "disadvantaged communities", in their jurisdictions and address environmental justice in their general plans (State of California Department of Justice 2021)

consolidation of industrial land uses in these communities and the resulting disproportionate burden of exposure to pollution on the surrounding residents. The Metro Area Plan is designed and intended to work in tandem with the Green Zones Program to facilitate programs and support the overall environmental justice goals of the County as they apply to the Project area.

Other Community and Specific Plans

Several of the Project area communities have applicable community and/or specific plans which regulate land use and development at the local level. While community plans are generally applicable throughout the entire community, a specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must also be consistent with the General Plan and act to further General Plan goals and policies (County of Los Angeles 2018a, 2018b).[8]

Table 2-3, Existing Metro Area Regulatory Setting, provides a list of the local CSDs, area plans, and specific plans, which, in addition to Countywide zoning, land-use, and development standards, currently regulate and guide land use and development in the Project area at the local level. These plans, and their role(s) in the broader planning effort as it relates to the Project, will be discussed in further detail in subsequent chapters of this Recirculated Draft PEIR.

Table 2-3. Existing Project Area Regulatory Setting

Community	Community Plans*	Specific Plans*	Community Standards Districts (CSD)[2]
East Los Angeles	East Los Angeles Community Plan (1988)[1]	East Los Angeles 3rd Street Specific Plan (2014)	Chapter 22.316
East Rancho Dominguez	—	—	Chapter 22.320
Florence-Firestone	Florence-Firestone Community Plan (2019)	Florence-Firestone Transit Oriented District Specific Plan (2023)	Chapter 22.324
Walnut Park	Walnut Park Neighborhood Plan (1987)	—	Chapter 22.346
West Athens-Westmont	West Athens-Westmont Community Plan (1990)	Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (2020)	Chapter 22.348
West Rancho Dominguez-Victoria	—	—	Chapter 22.350
Willowbrook	—	Willowbrook Transit Oriented Development Specific Plan (2018)	Chapter 22.352

Source: County of Los Angeles 2022c
Notes:
1 The East Los Angeles Community Plan was adopted in 1988. The Community Plan land use map was subsequently updated in 2014 and again in 2020) to correspond with General Plan land use designations.
2 The CSD standards are provided as standalone chapters within Division 10 of Title 22 (Planning and Zoning) of the County Code. Title 22 is also referred to as the Zoning Code.
* Year of plan adoption given in parentheses.

8 Some plans, like the TOD specific plans for Florence-Firestone, Willowbrook and West Athens-Westmont, were adopted recently and are incorporated into the planning structure of the Metro Area Plan. Others, such as the Walnut Park Neighborhood Plan, are older plans that would be effectively replaced by the adoption of the Project, with relevant policies (or elements of these policies) incorporated into the Metro Area Plan's proposed areawide or community-specific goals and policies, as applicable.

Existing Metro Area Plan Implementation Programs

There are several ongoing projects/programs within the Project area identified by the County with lead and partner agencies, including but not limited to the Los Angeles County Public Works, Department of Public Health, Department of Parks and Recreation, Internal Services Department, and Department of Regional Planning. These existing programs/projects include the following:[9]

- **East Los Angeles Monuments Concepts Program**. This program adds community monuments to East Los Angeles.
- **Environmental Health's Local Enforcement Agency (LEA) Program.** The LEA issues permits and inspects active and closed landfills, solid waste transfer stations, material recovery facilities, composting facilities and operations, and construction & demolition waste processing facilities and operations to ensure facilities comply with State laws and County Ordinances.
- **Environmental Health's Inspection Program.** The County Department of Public Health's Environmental Health Division permits and inspects restaurants, food markets, apartment buildings with four or more units and associated swimming pools, laundromats, street fairs, theaters, massage establishments, and tobacco retailers to ensure that facilities comply with State laws and County Ordinances.
- **New Park Development in Metro Planning Area.** The following park projects in the Project areas are planned, approved, or currently being developed: 92nd Street Linear Park project, a 5.5-acre park in Florence-Firestone anticipated to be completed in 2023; Walnut Park Pocket Park project, a 0.5-acre park in Walnut Park anticipated to be completed in 2023; 95th & Normandie Pocket Park project, a 0.16-acre pocket park in West Athens-Westmont anticipated to be completed in 2023; and Salazar Park Parkwide Modernization project in East Los Angeles, with new improvements/amenities anticipated to be completed in 2025.
- **Traffic Signal Synchronization (TSSP), Traffic Corridor Improvement, Traffic Signal Control Intersection Upgrade; and Intelligent Transportation Systems (ITS) Projects:** This program includes traffic signal improvements at various streets/intersections in East Los Angeles, such as installation of fiber optics, upgrades to traffic signal infrastructure, and improvements to signal timing along corridors to improve traffic operations and mobility.
- **Mobility Improvement Projects.** This program includes a number of mobility improvements for East Los Angeles, such as pedestrian access enhancements, transit amenities, and other active transportation improvements.
- **Neighborhood Mobility Improvements.** This program consists of planned or approved mobility improvements in Florence-Firestone and Willowbrook, such as installation of bikeways, bulb-outs, continental crosswalks, street trees, wayfinding signage, bus shelters and benches, and parkway improvements in Roosevelt Park and Mona Park.
- **East Los Angeles Mobility Hub Project.** This program introduces mobility hub elements at designated locations in East Los Angeles such as bikeshare, rideshare, transit and active transportation user amenities (such as shelters, seating, information displays, wayfinding signage, etc.) and mobility and access improvements for users of transit (buses), autos and non-motorized vehicles (bikes, scooters) to improve access to key destinations.
- **East Los Angeles Vision Zero Enhancements.** This program includes access improvements and pedestrian access enhancements on designated corridors and/or intersections which could include 1st Street, Arizona Avenue, Atlantic Boulevard, Cesar Chavez Avenue, City Terrace Drive, Eastern Avenue, Ford Boulevard, Indiana Avenue, Olympic Boulevard, Whiteside Street and Whittier Boulevard.

[9] These existing projects/programs are also discussed in various sections of Chapter 4 of this Recirculated Draft PEIR as they relate to specific environmental resource areas.

- **West Athens-Westmont Street Improvement Projects.** This program consists of roadway and mobility improvements at designated locations in West Athens-Westmont, including the following: road reconstruction, intersection improvements, landscaping, streetscape, curb extensions pedestrian signals, continental crosswalks, median refuge islands, and street trees.
- **Slauson Blue Line Intersection Improvements.** This program involves installation of curb extensions, curb ramps, countdown signal heads, enhanced crosswalks, and advanced stop bars at five intersections in Florence-Firestone.
- **The Slauson, Florence Firestone Wayfinding Project.** This program involves design and installation of wayfinding signage at designated locations in Florence Firestone.
- **Community Pedestrian Plans Implementation.** These plans will identify barriers to pedestrian access in East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, and West Rancho Dominguez where community members and visitors live and work, as well as propose specific pedestrian safety projects and education/encouragement programs for implementation.
- **Safe Routes to Schools Infrastructure Enhancements.** This program implements mobility, enhanced pedestrian accessibility, and signal interval timing at intersections on designated corridors in proximity to schools and neighborhoods in East Los Angeles to reduce pedestrian and vehicle conflicts and improve access for transit and active transportation users.
- **3rd and Dangler Affordable Housing Sustainable Communities Project.** This program will implement bus shelter upgrades, street trees, bicycle facilities and pedestrian improvements in East Los Angeles.
- **Bike Aid Stations Program.** This planned program would add self-service bicycle repair stations at various locations in the County and flood control channels in the community of East Rancho Dominguez.
- **East LA Civic Center Active Transportation Improvements Project.** This program includes active transportation improvements within a 0.5-mile radius around the East LA Civic Center (Phase I) and active transportation improvements from a 0.5-mile to 1-mile radius around the East LA Civic Center (Phase II).
- **Green Streets Projects and Green Alley Projects.** Implementation of the Green Streets Projects and Green Alley Projects will improve water quality, increase water supply, and add green space in Project area communities.
- **East LA Civic Center Microgrid Program.** This program involves the development of an energy resilient microgrid including solar and battery storage to support the East LA Civic Center campus.
- **Westmont-Vermont Avenue Green Alley Improvement Project.** This program involves implementation of "green infrastructure" and other low impact development best management practices (e.g., bioswales and dry wells underneath the street) to reduce urban and stormwater runoff and improve water quality in the Project area.
- **Planning Area Capital Improvement Plans (from the General Plan).** This program, identified in the General Plan, includes development of Capital Improvement Plans for each of the 11 County Planning Areas. Each Capital Improvement Plan shall include the following, as needed: a Sewer Capacity Study; Transportation System Capacity Study; Waste Management Study; Stormwater System Study; Public Water System Study; list of necessary infrastructure improvements; Implementation Program; and Financing Plan.

2.3 Existing Conditions

Excluding roads and other infrastructure, the Project area has approximately 16.8 square miles of publicly and privately held land within a total land area of 21.34 square miles. The land areas (expressed in square miles) for each unincorporated Project area community, as well as the percentage of land area relative to the entire Project area, are provided in Table 2-4, Metro Planning Area Community Land Areas, below.

Table 2-4. Metro Planning Area Community Land Areas

Unincorporated Project Area Community	Area (square miles)	Percent Total Project Area
East Los Angeles	7.44	34.9%
East Rancho Dominguez	0.83	3.9%
Florence-Firestone	3.49	16.4%
West Ranch Dominguez-Victoria	3.98	18.7%
Walnut Park	0.75	3.5%
West Athens-Westmont	3.18	14.9%
Willowbrook	1.68	7.9%
TOTAL (Project Area)	**21.34**	**100%**

Source: Pro Forma Advisors 2021
Note: Numbers provided may not sum precisely due to rounding.

2.3.1 Areawide Baseline Conditions

The dominant land use throughout the Project area is residential, representing over 60% of the Project area (Pro Forma Advisors 2021). Currently, the Project area supports approximately 56,232 jobs distributed over various employment categories (U.S. Census 2022c; Pro Forma Advisors 2021).

As discussed above in Section 2.2.2, Regional Planning Considerations, based on both the existing population and projected growth estimates, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated County areas to accommodate its fair share of its RHNA. Because the County's RHNA obligation cannot be met under existing conditions, Program 17, Adequate Sites for RHNA, of the County's Housing Element has identified existing commercial and/or low-to-moderate-density residential parcels, which, as a result of rezoning, could accommodate additional residential development. In total, the Project area is required to accommodate capacity for at least 30,884 RHNA housing units.

The existing conditions related to population, housing and employment within the Metro Planning Area are provided in Table 2-5, Existing Areawide Population, Housing, and Employment. The geographic scope for areawide conditions is the Project area (i.e., the seven unincorporated communities within the Metro Planning Area) illustrated in Figure 2-2.

Table 2-5. Existing Areawide Population, Housing, and Employment

EXISTING AREAWIDE CONDITIONS			
Project Area Community	**Housing (DU)[a]**	**Population[b]**	**Employment[c]**
Geographic Scope: *The seven unincorporated communities within the Metro Planning Area*			
East Los Angeles	30,643	118,786	22,621
East Rancho Dominguez	2,962	15,114	763
Florence-Firestone	14,580	61,983	7,443
Walnut Park	3,702	15,214	1,015
West Athens-Westmont	13,453	43,306	3,752
West Rancho Dominguez-Victoria	6,687	24,347	15,334
Willowbrook	5,596	24,295	5,304
Project Area (TOTAL)	**77,623**	**303,045**	**56,232**

Sources: County of Los Angeles 2022d; U.S. Census 2022b, 2022c
Notes: DU = dwelling units.

a The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication (January 2022) and is based on Los Angeles County Office of the Assessor parcel data from 2020. The County determined that Assessor parcel data from 2020 most accurately represents the existing number of units within the Planning area and no growth factor or other growth projection was applied to represent 2022 baseline conditions. No 2020 Decennial Census data related to total number of existing dwelling units were available at the time of NOP publication for this Recirculated Draft PEIR (County of Los Angeles 2022d).
b Baseline population for the Metro Planning Area reflects population data from the 2020 Decennial Census, which the County determined represented the most accurate reflection of population within the Project area as the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022b).
c Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2019, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022c).

2.3.2 Parcel-Specific Baseline Conditions

Although many Metro Area Plan policies and programs would be applicable throughout the Metro Planning Area, the geographic scope of proposed Project land use changes (which could potentially result in physical changes to the environment) is more limited. This Recirculated Draft PEIR qualitatively and/or quantitatively assesses the Project's impacts (i.e., the measurable change between existing or "baseline" conditions and proposed Project conditions for buildout year 2035). The main objective and purpose of this Draft EIR--pursuant to CEQA--is to assess the impacts of the Project-related elements that could result in physical direct or indirect changes to the environment. Therefore, while baseline conditions for the entire Project area are provided in Table 2-5 above, refer to Table 2-6 through Table 2-8 for the baseline conditions within the parcels that would be subject to a land use and/or zone change.

2.3.2.1 Population and Housing

The Project sites that would generate changes in population and housing includes the parcels subject to the Housing Element rezoning program, as summarized in Table 2-6 below.[10]

Table 2-6. Existing Conditions Dwelling Units and Population

EXISTING CONDITIONS FOR HOUSING REZONE PARCELS			
Project Area Community	**Dwelling Units**	**Persons Per Household (Actual for Community)**	**Population (DU × PPH)**
East Rancho Dominguez	93	5.10	475
Florence-Firestone	1,726	4.25	7,338
Walnut Park	396	4.11	1,628
West Athens-Westmont	176	3.22	567
West Rancho Dominguez-Victoria	181	3.64	660
Willowbrook	0	4.34	0
TOTAL	**2,657**		**10,998**

Source: County of Los Angeles 2022d
Note: Population within the Project-specific geographic scope for the Housing Element redesignation and rezoning program was calculated by multiplying the number of existing dwelling units within parcels selected for redesignation/rezoning (County of Los

[10] In addition to the parcels identified in the Housing Element's Appendix B, Sites for Rezoning, the County has proposed to rezone three additional parcels to accommodate housing. These parcels are Assessor's Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria.

Angeles 2022e) by the average persons per household (PPH) for each Project area community. The PPH was calculated by dividing the population of each community (U.S. Census 2022b) by the total number of dwelling units (County of Los Angeles 2022d).

2.3.2.2 Employment

Accessory Commercial Units

Despite the segregation of land uses instituted by modern-day single-use zoning, many residential-only neighborhoods in the Project area include pockets of commercial activity, such as corner markets (*tienditas*), cafes, or in-home businesses. Analysis indicates that some commercial uses are sole occupants on individual lots; in other instances, the commercial uses coexist with residential uses. These instances of commercial activity in residential zones are referred to as Accessory Commercial Units or "ACUs." Some ACUs predate modern zoning laws and have become non-conforming uses; others are recent occurrences. The existing conditions related to ACUs, and associated ACU-generated employment are provided in Table 2-7, Existing ACUs and ACU Employment, below. The Project-specific geographic scope for the ACU program is limited to corner lots within residential-only zones within the Project area.

Table 2-7. Existing ACUs and ACU Employment

EXISTING CONDITIONS FOR ACUs			
Project Area Community	**ACUs [a]**	**Square Feet [b]**	**ACU Employment [c]**
Geographic Scope: *Residential-only zones subject to proposed Project land use changes*			
East Los Angeles	51	43,350	85
East Rancho Dominguez	4	3,400	7
Florence-Firestone	27	22,950	45
Walnut Park	1	850	2
West Athens-Westmont	6	5,100	10
West Rancho Dominguez-Victoria	4	3,400	7
Residential-Only Zones TOTAL	**100**	**85,000**	**166**

Sources: County of Los Angeles 2014a; 2022d

Notes: This table provides the existing conditions for ACUs within areas subject to the proposed Project's land use program, which it limited to residential only zones within the Project area. ACUs occur only within residential-only zones. Therefore, the baseline for ACUs under a Project -specific and areawide scope are the same.

a There has been no official inventory of existing conforming and non-conforming commercial instances within residentially zoned parcels. The Project used Los Angeles County Assessor data from 2020 to identify the approximate number of existing ACUs within the Project area. However, data on existing ACU square footage and employment are not currently available.

b The Project assumes an average of 850 square feet per ACU. The 850 square foot average was arrived at based on (1) a review of existing case studies and (2) the size of allowable Accessory Dwelling Units (1,200 square feet) and Junior Accessory Dwelling Units (500 square feet) where ACUs could potentially be located within the Project area.

c The Project uses an employment generation factor to calculate existing ACU employment. The generation factor is derived from the County's General Plan Buildout Methodology for "Rural Commercial/General Commercial", where 511 square feet of building area required for 1 employee.

Industrial Uses

According to input given during the Project's initial round of public engagement, Project-area community members are concerned about the impacts that industrial uses have on residential areas adjacent to industry. Several residential communities within the Project area are adjacent to industrial uses, which create potential land use

compatibility conflicts. Some pollution concerns across the Metro Planning Area include high levels of particulate matter (PM) 2.5 pollution, toxic releases, and lead in homes (OEHHA 2021; Sadd et al. 2011).

The baseline industrial conditions related to industrial building area and associated industrial employment on the candidate parcels that could be subject to land use and zoning changes under proposed Industrial Land Use Strategy Program are provided in Table 2-8, Project Area Industrial Building Area and Associated Employment, below (see Chapter 3 of this Recirculated Draft PEIR for additional information regarding the proposed program).

Table 2-8. Industrial Land Use Strategy Program - Existing Industrial Building Area and Industrial Employment

EXISTING CONDITIONS		
Project Area Community	**Industrial Building Area (Square Feet)[a]**	**Industrial Employment[b]**
Geographic Scope: *Industrial Parcels Subject to Proposed Project Land Use Changes*		
East Los Angeles	3,418,901	2,618
East Rancho Dominguez*	—	—
Florence-Firestone	1,210,995	927
Walnut Park*	—	—
West Athens-Westmont*	—	—
West Rancho Dominguez-Victoria	6,590,635	5,046
Willowbrook	430,350	330
Project Area (TOTAL)	**11,650,881**	**8,921**

Sources: County of Los Angeles 2014a, 2022d
Notes: The industrial building area and industrial employment shown in this Table 2-8 does not include all industrially zoned/designated lands or industrial uses within the Project area. Rather, the geographic scope for existing conditions identified in the above Table 2-8 is limited to candidate parcels (which are identified in Chapter 3 of this Draft Recirculated PEIR) considered for potential redesignation/rezoning under the proposed Industrial Land Use Strategy Program (see Chapter 3 of this Recirculated Draft PEIR for additional information regarding this proposed program).

a The Project used Los Angeles County Assessor data from the year 2020 to identify the approximate building area square footage of existing industrial development on candidate parcels, which was the most recent year for which parcel-specific data was available at the time of NOP publication for this Recirculated Draft PEIR.

b Existing employment was estimated using an employment generation factor derived from the County's General Plan Buildout Methodology for "Light/Heavy Industrial ", where 1,306 square feet of building area is required for 1 employee.

* The Industrial Land Use Strategy Program does not currently identify any candidate parcels in East Rancho Dominguez, Walnut Park, or West Athens-Westmont; therefore, industrial uses within these communities are not considered in the above table.

2.3.3 Project Area Unincorporated Communities

This section examines the existing land use and planning conditions within each of the seven unincorporated Project area communities. Each subsection will include a brief review of the existing land use and zoning, as well as a discussion of the applicable community, neighborhood and/or and specific plans.

In general, the Project area is characterized as being very urban and densely developed. It is rich in bus services and rail transit, which support a heavily transit-dependent population. However, the Project area also faces a number of challenges for mobility, including traffic congestion and the need for improved pedestrian safety and increased bicycle facilities. In addition, according to both community input through various planning efforts and the 2016 Los Angeles Countywide Parks Needs Assessment (PNA), the lack of parks is a significant issue facing the Project area as a whole (DPR 2016).

2.3.3.1 East Los Angeles

Location

Located east of the City of Los Angeles' Boyle Heights neighborhood, and adjacent to the cities of Monterey Park, Montebello, and Commerce, East Los Angeles is an urban community encompassing approximately 7.44 square miles, or 35% of the Project area. The community is bounded by Interstate (I)-10 to the north, Indiana Street to the east, and I-5 and Olympic Boulevard to the south (Pro Forma Advisors 2021).

Population and Jobs

With an estimated population of 118,786 residents, East Los Angeles is the most populated of the seven unincorporated Project area communities and acts as a significant local economic and employment hub, supporting over 22,621 jobs (U.S. Census 2022b, 2022c).

Mobility and Transportation

East Los Angeles has four light rail stations–Atlantic, Civic Center, Maravilla, and Indiana Stations–along the Los Angeles Metro L Line (previously Gold Line) that connects Azusa to downtown Los Angeles. The community's transit center "opportunity areas" extend approximately one-half mile north and south along 3rd Street and include the four transit stations along the L Line (County of Los Angeles 2015a). In addition, multiple highways are located within the community, including I-10, I-710, I-5, and State Route (SR)-60. While these highways provide access, they also represent an environmental hazard and act as physical barriers between neighborhoods and community members. Major north/south community thoroughfares include Eastern Avenue and Atlantic Boulevard. Major east/west thoroughfares include Caesar Chavez Avenue, Third Street, Whittier, and Olympic Boulevards (Pro Forma Advisors 2021). East Los Angeles is approximately 22 miles from Los Angeles International Airport (LAX) and has a fairly robust network of bikeways, including Class II bike lanes, Class III bike paths, and several Bike Boulevards (e.g., Rowan Avenue, Hubbard Street, Woods Avenue) (Caltrans 2017; Public Works 2021). The community is also served by a variety of bus lines, including routes 62, 68, 70, 256, 487, and 256, among others (Public Works 2021). Figure 2-5a, Mobility and Transit, East Los Angeles, shows the locations of all the major freeways, Metro lines (bus and light rail), and bikeways within the community.

Mobility and TOD-focused plans such as the East Los Angeles 3rd Street Specific Plan (discussed below) and the ongoing East Los Angeles Community Pedestrian Plan—which will help the County address corridors in East Los Angeles that have high concentrations of collisions—are examples of street improvement and pedestrian scale projects and programs aimed at improving public safety and facilitating sustainable mobility and transportation choices within East Los Angeles.

Parks and Cultural Amenities

Due to its large population, East Los Angeles was divided into two study areas for the 2016 Parks Needs A: East Los Angeles–Northwest and East Los Angeles–Southeast. These two areas only have 1 and 0.1 acres of parkland per 1,000 residents, respectively, which are significantly below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 45% of East Los Angeles' Northwest residents and 34% of its Southeast residents live within walking distance (i.e., within one-half-mile) of a park while the Countywide average is 49%. East Los Angeles is also celebrated as a birthplace of the Chicano political movement of the 1960s, as well as a fountainhead of Latino/a cultural identity (Acuña

2020; Rojas 2020). There are four Los Angeles County Library branches in East Los Angeles, which are: the City Terrace Library (4025 City Terrace Drive); Anthony Quinn Library (3965 East Cesar Chavez Avenue); East Los Angeles Library (4837 East 3rd Street); and El Camino Real Library (4264 East Whittier Boulevard).

Housing

Existing and potential sites have been identified within East Los Angeles to accommodate a range of lower- to moderate-income housing units. The existing parcel locations to accommodate the RHNA are primarily located along Whittier Boulevard, which other larger parcels located near 1st Street & Ditman Avenue (which has capacity for 50 lower-income units), Gratian Street & Ferris Avenue (capacity for 37 lower-income units), and at 922 Fetterly Avenue (capacity for 50 lower-income units), among others. Under current conditions, East Los Angeles could accommodate over 400 lower-income RHNA units (County of Los Angeles 2022f).

In addition to the existing sites, potential sites identified in Housing Element would require some element of rezoning prior to implementation. Sites identified as having the potential to accommodate the County's RHNA for lower-income units (pending a rezone) include primarily C-3 zoned properties located along the north side of Whittier Boulevard. Other potential sites include C-3 zoned properties along Atlantic Boulevard between Whittier Boulevard and Eagle Street, as well as a handful of sites along Beverly Boulevard between Margaret Avenue and Sadler Avenue. To accommodate additional housing, these sites would first need to undergo a zone change from the existing commercial designation (e.g., C-1, C-2, C-3) to a mixed-use designation (e.g., MXD).

Existing Community-Based Plans

East Los Angeles Community Plan (1988) and Land Use Map (2020)

The East Los Angeles Community Plan, adopted in 1988, established a framework of goals, policies and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles (County of Los Angeles 1988). This included establishing policies related to housing, land use, transportation, noise, safety, human services, education, health, public safety, welfare, elderly services, community participation, and economic development (County of Los Angeles 1988). The East Los Angeles Community Plan's "Implementation Program" consisted of zoning, a CSD, and other actions aimed at "upgrading the community".

The East Los Angeles Community Plan land use map was updated in 2014 and again in 2019/2020 (County of Los Angeles 2014b, 2020c). As such, the East Los Angeles Community Plan land use designations for East Los Angeles now conform to the land use designations as set forth in the General Plan. Table 2-9, Community Plan Land Use Designations, identifies and defines the land use categories designated by the revised Community Plan land use map, as adopted and amended by the Board of Supervisors (County of Los Angeles 2014b, 2020c).

Table 2-9. Community Plan Land Use Map Designations

Land Use Category	Description
Low-Density Residential (LD)	Areas suited for single-family housing on moderately sized lots in flat terrain and larger lots in hilly areas. The maximum density is eight housing units per net acre, or roughly one home for each 5,000 square feet of lot area.

Table 2-9. Community Plan Land Use Map Designations

Land Use Category	Description
Low-Medium-Density Residential (LMD)	Areas suited for predominantly single-family housing, duplex and townhouse development on moderately sized lots with some low-rise garden apartments on consolidated lots. The maximum density is 17 housing units per net acre. This equates to about two homes or a duplex on each 5,000 square feet of lot area.
Medium-Density Residential (MD)	Areas suited for apartments and other multi-family housing, generally not exceeding three stories in height. The maximum density is 30 housing units per net acre.
Community Commercial (CC)	Areas with mostly small businesses in centers or along strips. These businesses are basically oriented to serving the needs of surrounding neighborhoods and have little regional attraction. Isolated establishments are generally not shown.
Major Commercial (MC)	Areas containing mixtures of small and large businesses in major areas. These areas are oriented toward the greater East Los Angeles area.
Commercial/Residential (CR)	Areas containing mixtures of commercial and residential uses. The commercial uses permitted within this category are primarily Neighborhood Commercial (C-2), while residential densities are limited to 30 housing units per acre (medium density).
Commercial/Manufacturing (CM)	Areas containing businesses mixed with small warehousing, light manufacturing, assembly plants, wholesaling, and other uses that do not generate large amounts of traffic, noises, congestion or odors.
Industrial (I)	Areas suitable for large-scale industrial uses such as heavy manufacturing, large warehouses, and research and development.
Residential Parking (P)	The Parking Zone, Zone ( )-P, creates supplemental off-street parking facilities in areas where additional parking is needed. Development standards are imposed to provide for vehicle parking areas with a functional design that will be harmoniously integrated with adjacent land uses. Zone ( )-P may be combined with any basic zone. When Zone ( )-P is combined with a basic zone, the letters "P" shall be added to the basic zone; for example, Zone R-1-P.
Public Uses (P)	Schools - Elementary, 5econdary and special education facilities.
	Parks/Open Space - Public parks and utility rights-of-way kept in open use.
	Public Buildings - Administrative headquarters and other governmental facilities, including neighborhood centers.
	Hospitals - Publicly- and privately-owned.

Sources: County of Los Angeles 1988, 2014b, 2020c, 2022b

East Los Angeles 3rd Street Specific Plan (2014)

The East Los Angeles 3rd Street Specific Plan (3rd Street Specific Plan), approved in 2014 and amended in 2020, sets forth a comprehensive set of strategies and design guidelines consistent with the goals, objectives, and policies of the General Plan and East Los Angeles Community Plan. The goals and policies of the 3rd Street Specific Plan include enhancing and preserving the distinctive community character of the planning area, improving economic vitality and creating jobs, "activating" the public realm, and improving mobility and transportation choices (County of Los Angeles 2014c).

The 3rd Street Specific Plan boundary extends approximately one-half mile to the north and south of 3rd Street, which supports the four Metro L Line (previously Gold Line) stations of Indiana, Maravilla, Civic Center, and Atlantic. Over a proposed 20-year planning horizon, the 3rd Street station areas will be transformed into "transit centers" with vibrant mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. A variety of housing types will be encouraged

near stations to accommodate residents of different ages, incomes, and household sizes, while plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. In addition to the four transit center or "TOD" areas, the 3rd Street Specific Plan proposes and defines the following area types: Neighborhood Center, Caesar E. Chavez, 1st Street, Atlantic, and Low Medium Residential (County of Los Angeles 2014c).

The 3rd Street Specific Plan utilizes a "form-based" development code to guide new development.[11] As a result, all property within the 3rd Street Specific Plan Project area is currently designated as one of eight Transect Zones which are defined as areas governed by the regulations set forth in the form-based code. These transect zones are listed below in Table 2-10, 3rd Street Specific Plan Transect Zones.

Table 2-10. 3rd Street Specific Plan Transect Zones

Code	Transect Zone	Land Use Type
TOD	3rd Street	Mixed Use
CC	Cesar E. Chavez Avenue	Mixed Use
FS	1st Street	Mixed Use
AB	Atlantic Boulevard	Mixed Use
NC	Neighborhood Center	Mixed Use
LMD	Low-Medium Density Residential	Residential
CV	Civic	Public, Semi-Public, and Institutional
OS	Open Space	Parks and Open Space

Source: Section 22.46.3009, Transect Zones (County of Los Angeles 2022c)

General Plan Land Use and Base Zoning

In addition to existing CSD development standards, East Los Angeles is subject to the Countywide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning within East Los Angeles include Specific Plan (SP) (referring to the 3rd Street Specific Plan Project area), Limited Density Multiple Residential (R-3), various types of commercial (e.g., Neighborhood Business [C-2], General Commercial [C-3], Commercial Manufacturing [C-M]), Institutional (IT), manufacturing (e.g., Light Manufacturing [M-1], Heavy Manufacturing [M-2]), and some limited open space (e.g., Open Space [O-S], Open Space – Parks [O-S-P], Open Space – Deed Restricted [O-S-DR]). In addition, there are existing Zoned Districts (ZDs) within the contemporary East Los Angeles community boundaries, including City Terrace, East Los Angeles, East Side Unit No.1, East Side Unit No. 2, and East Side Unit No. 4 (County of Los Angeles 2019a). These ZDs are currently represented by the larger community of East Los Angeles and will not be utilized to facilitate future planning efforts within East Los Angeles, or elsewhere within the Metro Planning Area (County of Los Angeles 2019a). The applicable zoning for East Los Angeles is illustrated in Figure 2-4a. As provided in Table 2-9, above, the land use map for East Los Angeles was updated in 2014 and is in conformance with the General Plan (County of Los Angeles 2015a). The applicable land use designations for East Los Angeles are provided in Figure 2-3a.

As defined in Section 2.2.2, Regional Planning Considerations, the General Plan identifies various "opportunity areas" within the Project area which should be considered for further study when preparing community-based plans. Within East Los Angeles, the General Plan identifies two Industrial Opportunity Areas (north of SR-10 and south of the I-5), two Industrial Flex Districts (adjacent to and south of Union Pacific Avenue) and a centrally-located Transit

[11] Form-based codes are an in alternative to conventional zoning that focus on the form of buildings rather than the separation of land uses. Form-based codes include specifications of what uses are permitted in a building or zone, but the attention is on the physical character of development, particularly how it relates to the public realm (County of Los Angeles 2022b).

Center (extending approximately one-half-mile north and south of East 3rd Street). The Transit Center opportunity area is addressed via implementation of the 3rd Street Specific Plan, discussed above. Industrial Flex Districts are areas identified in the General Plan as having the potential to transition from industrial to non-industrial uses through future planning efforts, while Industrial Opportunity Areas are economically viable industrial and employment-rich lands, which should be mapped and preserved, and where policies to protect industrial land from other uses (i.e., residential, commercial) should be enforced (County of Los Angeles 2015a).

2.3.3.2 East Rancho Dominguez

Location

Located in the southeast corner of the Metro Planning Area, the community of East Rancho Dominguez lies west of I-710 and adjacent to the cities of Compton and Paramount. East Rancho Dominguez covers approximately 0.83 square mile, or approximately 4% of the Project area.

Population and Jobs

East Rancho Dominguez is home to 15,114 residents (U.S. Census 2022b). Atlantic Avenue and East Compton Boulevard are the major commercial corridors and provide a significant amount of local-serving uses in the community; however, in total, the East Rancho Dominguez only generates approximately 763 jobs (U.S. Census 2022c). According to the General Plan, the community has opportunities for future planning efforts to improve its economic health, particularly within the Corridor and Neighborhood Center opportunity areas located along East Compton Boulevard and South Atlantic Avenue.

Mobility and Transportation

Regional access to East Rancho Dominguez is provided via I-710. While there is no light rail within the community, there are several bus lines (e.g., 127, 125, and 260), as well as several bikeways, including a Class III bike route along South Atlantic Avenue, and Class II bike lanes along Somerset Boulevard and Rosecrans Avenue. Bus routes 60 and 128 run parallel and lateral to the southern portion of the community, however, all stops are located slightly outside of the Project area. Figure 2-5b, Mobility and Transit, East Rancho Dominguez, shows the locations of all the major freeways, Metro lines (bus), and bikeways within the community.[12]

Parks and Cultural Amenities

East Rancho Dominguez has just 0.6 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016). The 5.46-acre East Rancho Dominguez Park is the only park located within this community (DPR 2016). This park is fairly centrally located, resulting in about 76% of East Rancho Dominguez residents living within walking distance of a park (DPR 2016). The community is served by the Los Angeles County Library (LACL) system's East Ranch Dominguez branch, located at 4420 East Rose Street.

Housing

Although no sites within the East Rancho Dominguez community area are currently suitable to accommodate additional RHNA allocated housing under existing conditions, certain areas within the community will be included

[12] The I-710 does not bisect the community, but freeway's alignment defines East Ranch Dominguez's eastern perimeter.

in the Project's rezoning/redesignation program proposed as a result of implementation of the Housing Element. Sites identified in the Housing Element include multiple parcels along Compton Boulevard and Atlantic Avenue, which would be rezoned from C-3 (General Commercial) to MXD (Mixed Use Development Zone), as well as limited number of R-1 (Single Family Residence) and/or R-2 (Two Family Residence) sites along Alondra Boulevard with the potential to be upzoned to R-3 (Limited Density Multiple Residence). These sites were identified in the Housing Element to facilitate lower-income, multifamily housing within the County as allocated by the RHNA (County of Los Angeles 2022e).

General Plan Land Use and Base Zoning

In addition to CSD standards, East Rancho Dominguez is subject to the Countywide base zoning provisions outlined in Division 3 of the Zoning Code. As illustrated in Figure 2-4b, dominant zoning within the community includes: Light Agricultural (A-1); Single Family Residence (R-1); General Commercial (C-3); several instances of Limited Density Multiple Residential (R-3) and Open Space (O-S) for East Rancho Dominguez Park on the southeast corner of Compton Boulevard and Atlantic Avenue. The General Plan land use map for East Rancho Dominguez does not include any agricultural or "Rural Land (RL)" designations. Instead, areas zoned A-1 or R-1–which, per the Zoning Code, permit single-family residential structures, but do not permit multi-family apartments—are designated as single family residential (Residential 9 [H9]) in the General Plan with a maximum density of nine housing units per net acre. In addition to local-serving commercial uses, including retail, restaurants, and personal and professional service, the commercial land use designation within East Ranch Dominguez (General Commercial [CG]) also permits single-family and multi-family residences, as well as residential/commercial mixed use with a maximum density of 50 housing units per net acre. The existing East Compton Zoned District (ZD) is located within the contemporary East Rancho Dominguez's community boundaries, however, the ZD zoning framework is no longer actively utilized by the County.

As illustrated in Figure 2-3b, the predominant General Plan land use designations within the community are residential. There are also commercial designations concentrated primarily along the community throughways of East Compton Boulevard and Atlantic Avenue.

The General Plan identifies various "opportunity areas" within the Metro Planning Area communities which should be considered for further study when preparing community-based plans. Within East Rancho Dominguez, the General Plan identifies two corridor opportunity areas along Compton Boulevard and Atlantic Avenue, as well as a neighborhood center at the corridor intersections. Corridors are identified in the General Plan as areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Neighborhood centers are similarly identified based on opportunities for a mix of uses.

2.3.3.3 Florence-Firestone

Location

Located east of Huntington Park and Southgate, and adjacent to the Project-area community of Walnut Park, Florence-Firestone is approximately 3.49 square miles in size, or approximately 16% of the Project area. The general boundaries of the community are Slauson Avenue to the north, Alameda Street to the east, East 92nd Street to the south and Central Avenue to the west. The northern portion of the community is comprised of industrial and auto-related uses,

and the southern portion of the corridor is predominantly commercial and residential. Florence-Firestone is accessible from I-110 and is serviced by three light rail stations (Florence, Firestone, Slauson Stations) along the Los Angeles Metro A Line (formerly Blue Line) that connects Long Beach to Downtown Los Angeles (Metro 2021).

Population and Jobs

Florence-Firestone is currently home to 61,983 residents (U.S. Census 2022b). Currently, the community has a young, employable population in proximity to local and regional employment centers and supports approximately 7,443 jobs (U.S. Census 2022c).

Mobility and Transportation

Florence-Firestone is accessible from I-110 and is serviced by three light rail stations (Florence, Firestone, and Slauson Stations) along the Los Angeles Metro A Line (Blue) that connects Long Beach to downtown Los Angeles (Metro 2021). The Florence Station, which has the highest annual ridership, had an average of approximately 3,200 daily boardings (Pro Forma Advisors 2021). Overall, total ridership of the Metro system (bus and rail) has decreased in recent years, with a peak ridership in 2014 (Pro Forma Advisors 2021). In addition, Florence-Firestone is served by nearly several bus routes (e.g., 55, 53, 102, 108; 111, 115, 117), bike boulevards, and Class II or Class III bikeways (Public Works 2021). Figure 2-5c, Mobility, Florence-Firestone and Walnut Park, shows the locations all the Metro lines (bus and light rail) and bikeways within the community.

Parks and Cultural Amenities

Florence-Firestone has approximately 1.6 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016). There is 78.8-acres of parkland within the community (DPR 2016). Compared to the Countywide average, parks are slightly more accessible in Florence-Firestone, with approximately 59% of residents living within one-half-mile of a park (DPR 2016).[13] The community is served by two LACL branches: the Florence Express Library (7600 Graham Avenue) and the Graham Library (1900 East Firestone Boulevard).

Housing

According to the Housing Element, lower and moderate income RHNA units will be accommodated on existing sites within Florence-Firestone (County of Los Angeles 2022b). These sites were identified under the land-use and zoning conditions in place at the time the Housing Element was approved in late 2021, and prior to implementation of Florence-Firestone Transit Oriented District (FFTOD) Specific Plan. These units will be accommodated in part by mixed-use parcels along Florence Avenue, as well as other residential parcels (i.e., R-1, R-2, and R-3) located in the southern half of the community area. In addition, parcels identified as "potential sites" in the Housing Element were included in the FFTOD Specific Plan's recently adopted rezoning program, which rezoned parcels designated under Countywide base zones to new FFTOD Specific Plan zones.

Adopted in February 2023, the FFTOD Specific Plan will facilitate the buildout of approximately 12,110 housing units, many of which would be located within one-half-mile of the Slauson, Florence, or Firestone Metro Stations. Approximately 9,523 of the FFTOD Specific Plan's facilitated dwelling units will contribute to meeting the County's RHNA, while an additional 2,587 will be built specifically to serve the needs of Florence-Firestone and the surrounding communities (County of Los Angeles 2021a). The facilitation of housing will be accomplished as a

[13] The County average is 49% of the population living within one-half-mile of a park (DPR 2016).

result of the recent update to the County's Zoning Code, which incorporated the FFTOD Specific Plan's new zoning designations (discussed in further detail below). Section 2.5, Cumulative Impacts, below, provides further details regarding how the FFTOD Specific Plan's facilitated residential development will be evaluated in the context of this Recirculated Draft PEIR.

Existing Community-Based Plans

Florence-Firestone Community Plan (2019)

The Florence-Firestone Community Plan (FFCP) builds on past planning efforts, drawing information from a variety of studies and reports on the community (County of Los Angeles 2019b). The key policies of the FFCP revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The FFCP implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources. While the FFCP does not include any binding policy provisions, it provides a critical roadmap map for future planning efforts in the area, particularly as it relates to the determination of appropriate land-use and zoning designations.

Florence-Firestone Transit Oriented District Specific Plan

Subsequent to the issuance of this Project's NOP (which occurred in February 2022) and the 2022 Draft PEIR circulation for public review (which began November 2022 and ended January 2023), the FFTOD Specific Plan was adopted and the associated Final EIR was certified on February 7, 2023.[14] The FFTOD Specific Plan addresses land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro A Line stations in the community: the Slauson, Florence, and Firestone Stations. The FFTOD Specific Plan builds from the 2019 FFCP by creating actions to achieve some of the FFCP policies and implementing the broader transit-oriented development and sustainability goals of County. The FFTOD Specific Plan-area boundary is consistent with the FFCP boundary, which covers the entire extent of the community.

In addition to focusing on mobility and transportation, the FFTOD Specific Plan provides the opportunity to create new affordable housing units to accommodate the needs of the residents as well as the requirements of the RHNA. The FFTOD Specific Plan helps implement the Housing Element by rezoning/redesignating parcels identified as "potential sites" in the Housing Element. The FFTOD Specific Plan also implements transit-oriented development by: establishing zones that identify permitted land uses and objective development standards such as the appropriate density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space, landscaping, and parking for all zones; modifying Countywide base zones applicable in Florence-Firestone; identifying multi-modal improvements to support walking, bicycling, and transit use in balance with private vehicles; and addressing infrastructure requirements associated with future development (County of Los Angeles 2021a).

The FFTOD Specific Plan implemented General Plan Land Use amendments affecting approximately 953 acres of land in Florence-Firestone to provide consistency with General Plan policy direction. In addition, as a part of the

[14] See discussion on the relationship between the FFTOD Specific Plan and the proposed Project in Section 3.4, Project Buildout and Assessment Methodology, of this Recirculated Draft PEIR.

plan's rezoning effort, nine new zones have been created within Florence-Firestone, which are: 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).[15] Details regarding the recently implemented zones are included below in Table 2-11, FFTOD Specific Plan Zoning. The land use and zone changes recently implemented under the FFTOD Specific Plan will facilitate buildout of approximately 12,110 housing units—many of which would be located within one-half-mile of the Slauson, Florence, or Firestone Metro Stations—as well as over 94,000 square feet of commercial and/or non-residential space (County of Los Angeles 2021a).

Table 2-11. FFTOD Specific Plan Zoning

Zoning	Description
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 Green Zones Program. 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)	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)	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)	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)	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)	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)	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.

[15] The zone names/titles set forth in the FFTOD Specific Plan are subject to change to align with County naming conventions as the FFTOD Specific Plan continues to be implemented.

Table 2-11. FFTOD Specific Plan Zoning

Zoning	Description
Residential Medium (RM)	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)	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

Source: County of Los Angeles 2021a

Other components of the FFTOD Specific Plan include: planned installation of transit amenities; implementation of the Los Angeles County TOD Toolkit; planned enhancements to pedestrian infrastructure; planned Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street; implementation of policies to facilitate the creation of "complete streets";[16] access improvements to the Metro A Line Stations and Roosevelt Park; and targeted utility infrastructure improvements (County of Los Angeles 2021a).

General Plan Land Use and Base Zoning

Florence-Firestone is subject to the Countywide base zoning provisions outlined in Division 3 of the Zoning Code. As illustrated in Figure 2-4c, dominant zoning designations within the community include residential—primarily R-2 (Two-Family Residential), R-3 (Limited Density Residential) and R-4 (Unlimited Density Residential)—as well as M-1 (Light Industrial), M-2 (Heavy Industrial), and C-3 (General Commercial). There is also a strip of MXD (Mixed Use Development) concentrated along both side of Florence Avenue east of Wilson Avenue, as well as several pockets of O-S (Open Space), including Colonial Leon H. Washington Park, Ted Watkins Memorial Park, Franklin D. Roosevelt Park, and Mary M. Bethune Park, and IT (Institutional) zones to designate several schools. It is important to note that nearly all of the M-1 and M-2 zones within Florence-Firestone are adjacent to sensitives uses such as such as residential or institutional (e.g., schools).

The existing General Plan land use designations within Florence-Firestone are illustrated in Figure 2-3c, and are listed in Table 2-12, Existing General Plan Land Use Designations, below (County of Los Angeles 2015a).

Table 2-12. Existing General Plan Land Use Designations

Land Use Policy Category	Permitted Density or FAR	Acres	Percent of Total Acreage
Residential 9 (H9)	0–9 dwelling units/net acre	46.47	2.77%
Residential 18 (H18)	0–18 dwelling units/net acre	785.46	46.79%
Residential 30 (H30)	0–30 dwelling units/net acre	164.08	9.77%
General Commercial (CG)	Residential: 0–50 du/net ac Non-Residential: Max. FAR 1.0 Mixed Use: 0–50 du/net ac and Max. FAR 1.0	178.42	10.63%
Heavy Industrial (IH)	Non-Residential: Max. FAR 1.0	111.06	6.62%
Light Industrial (IL)	Non-Residential: Max. FAR 1.0	108.37	6.46%

[16] "Complete Streets" refers to the idea that streets should be usable and comfortable for people traveling by all modes (e.g., pedestrians, cyclists, buses, trains), not only vehicles.

Table 2-12. Existing General Plan Land Use Designations

Land Use Policy Category	Permitted Density or FAR	Acres	Percent of Total Acreage
Mixed Use (MU)	Residential: 0–150 du/net ac Non-Residential: Max. FAR 3.0 Mixed Use: 0–150 du/net ac and Max. FAR 3.0	26.08	1.55%
Parks and Recreation (OS-PR)	N/A	68.78	4.10%
Public and Semi-Public (P)	Residential: Density Varies* Non-Residential: Max. FAR 3.0	190.00	11.32%

Source: County of Los Angeles 2015a

The General Plan identifies several types of "opportunity areas" within Florence-Firestone: Industrial flex districts, transit centers surrounding the community's three Metro A Line stations, a neighborhood center, corridors along Central Avenue and Florence Avenue, and industrial opportunity areas located in the southeast corner of the community. Improvements within many of these opportunity areas have been addressed via implementation of the FFTOD Specific plan, which included General Plan amendments and a detailed rezoning program. The FFTOD Specific Plan also established an Industrial Mix (IX) zone, which largely corresponds to the industrial flex opportunity area identified within the General Plan. Opportunities for improvements within the community's Industrial Opportunity Areas include mapping economically viable industrial and employment-rich parcels as "Employment Protection Districts", where industrial zoning and industrial land use designations will remain, and where policies to protect industrial land from other uses (e.g., residential, commercial) will be enforced. There are also existing ZDs within the contemporary Florence-Firestone community boundaries, including Gage-Holmes, Compton-Florence, Roosevelt Park, Firestone Park, Central Gardens, and Stark Palms. These ZDs are currently represented by the larger community of Florence-Firestone and will not be utilized to facilitate future planning efforts.

2.3.3.4 Walnut Park

Location

Walnut Park is a small, residential neighborhood adjacent to the community of Florence-Firestone and the city of Huntington Park. The community is bounded by Florence Avenue to the north, State Street to the east, Santa Ana Street to the south, and Santa Fe Avenue to the west.

Population and Jobs

Walnut Park has one of the highest residential densities in the nation, with 15,214 residents within a 0.75-mile land area (Pro Forma Advisors 2021; U.S. Census 2022b). The community represents approximately 4% of the Project area and supports approximately 1,015 jobs (Pro Forma Advisors 2021; U.S. Census 2022c). Walnut Park has one of the highest rates of overcrowding in the nation; its rate is more than double that of County, with renters experiencing more overcrowding than homeowners (Pro Forma Advisors 2021). The community is traversed by Pacific Boulevard, one of the region's most iconic retail corridors. Pacific Boulevard, together with Florence Avenue, supply much of the retail, restaurants, and services to the residents who live nearby. These corridors are considered opportunity areas because of their proximity to the Florence Station for the Metro A Line and the opportunity for increased design, pedestrian, and bicyclist improvements, such as street trees, lighting, and bicycle lanes (County of Los Angeles 2015a).

Mobility and Transportation

Regional access to Walnut Park is provided via I-10 and I-110. The community is served by several bus routes, including routes 60, 102, and 251, and is within a relatively short distance from LAX. While there are no stations located within Walnut Park, several stops along the Metro A line are located approximately 0.75-mile west of community boundary in the Project area community if Florence Firestone. There are also Class II bike lanes running along Broadway. Figure 2-5c, Mobility and Transit, Florence-Firestone and Walnut Park, shows the locations all the Metro lines (bus) and bikeways within the community.

Parks and Cultural Amenities

Walnut Park has only 0.1 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016). Approximately 40% of Walnut Park residents live within walking distance (i.e., within one-half-mile) of a park compared to the Countywide average of 49% (DPR 2016). The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School (Lau 2021). This park offers very limited public access because it is only open during certain non-school hours in the evenings and weekends. To be completed in 2023, the proposed 0.5-acre Walnut Park Pocket Park at Pacific Boulevard/Grand Avenue will offer a variety of amenities to address community needs and help to improve park access in Walnut Park (Lau 2021). Walnut Park has no public libraries.

Walnut Park Neighborhood Plan (1987)

The Walnut Park Neighborhood Plan dates back to the late 1980s and consists of three parts: The Walnut Park Neighborhood Plan, which sets the policy direction; an Implementation Program that suggests programs for action; and a Community Standards District (CSD), which is the regulatory framework to help carry out the plan and its programs. Although ZDs are no longer utilized as a planning framework tool by the County, the standards and policies set forth in the Walnut Park Neighborhood Plan effort, including land use and zoning established via implementation of the Walnut Park CSD, have remained largely unchanged and continue to determine the nature and type(s) of land use and development taking place within the community today. The land use designations codified by the Walnut Park Neighborhood Plan are illustrated in Figure 2-3d and are listed in Table 2-13, Walnut Park Neighborhood Plan Land Use Designations, below.

Table 2-13. Walnut Park Neighborhood Plan Land Use Designations

Land Use	Code	Permitted Density	Purpose
Neighborhood Preservation I	NP I	1 to 6 du/acre[1]	To preserve the basic single-family character of the community by maintaining very low to low densities and allowing only single family detached housing units.
Neighborhood Preservation II	NP II	6 to 12 du/acre	To preserve the basic single-family character of the community by maintaining low to moderate densities and allowing only single family detached or two family housing types.
Neighborhood Revitalization	NR	12–30 du/acre	To permit single family detached, two family and multifamily residences at moderate densities. Permit developments at densities of up to 30 housing units per acre on parcels of at least 40,000 square feet (subject to additional standards outlined in the Community Standards

Table 2-13. Walnut Park Neighborhood Plan Land Use Designations

Land Use	Code	Permitted Density	Purpose
			District). Parcels less than 40,000 square feet are restricted to NP II densities (i.e., 6 to 12 housing units per acre).
Residential/Parking	R/P	—	To permit alternative single family detached housing.
General Commercial	GC	—	To permit service and sales.
Office Commercial	OC	—	To permit the development of commercial office spaces.
Mixed Commercial	MC	—	To permit mixed-use development (i.e., residential, and commercial) where designated subject to conditions of the Community Standards District.
Public Use/Institutional	PU/I	—	To permit public buildings and institutions, such as the Walnut Park Elementary School.

Source: County of Los Angeles 1987
[1] du/acre (dwelling unit per acre)

Housing

Although no sites within the Walnut Park community area are currently suited to accommodate additional RHNA allocated housing units, the Housing Element has identified commercial sites in Walnut Park to include in a future rezoning effort (County of Los Angeles 2022b). These sites include Commercial-Residential (C-3-CRS) parcels located along and slightly east of Santa Fe Avenue, C-3 parcels along Walnut Street, Florence Avenue, and Pacific Boulevards, as well multiple C-1 parcels along Seville Avenue. According to the Zoning Code, for mixed-use developments within most commercial zones (including Zones C-H, C-1, C-2, C-3, and C-M), at least two-thirds of the square footage of the mixed-use development must be designated for residential use. In addition, for every dwelling unit in a mixed-use development, a minimum of 100 square feet for private and commercial recreational space must also be provided and maintained. The C-3-CRS parcels are established to create areas in the C-3 zone where single-family residences are also permitted, subject to approval of a Minor Conditional Use Permit.

The sites identified for rezoning in the Housing Element would accommodate additional housing through a targeted rezoning program which would change the existing commercial zoning designations to Mixed Use Development Zone (MXD) (County of Los Angeles 2022e). The MXD allows for a mixture of residential, commercial, and limited light industrial uses and buildings near bus and/or rail transit stations. The MXD also encourages compact or higher density development to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities near residences. Unlike the existing commercial designations, the MXD designation would allow for multifamily residential developments without any commercial components.

Existing Community-Based Plans

Land Use and Zoning Requirements

In addition to the CSD standards, Walnut Park is subject to the Countywide base zoning provisions outlined in Division 3 of the Zoning Code. As illustrated in Figure 2-4d, the dominant zoning designations within Walnut Park are residential, including R-1 zoning east of Sevilla Avenue, R-2 between Seville Avenue and Pacific Boulevards, and R-3-NR (Limited Density Multiple Residence-Neighborhood Revitalization) West of Pacific Boulevard. There are also two Institutional (IT) parcels designating for Walnut Elementary School and the adjacent Walnut Nature Park,

as well as concentrations of commercial uses (C-1 and C-3) along Pacific Boulevard, Florence Avenue, and Santa Fe Avenue. The current land use designations for the community are discussed above under Walnut Park Neighborhood Plan (County of Los Angeles 1987).

The General Plan identifies various "opportunity areas" within the Metro Planning Area communities which should be considered for further study when preparing community-based plans. Within Walnut Park, the General Plan identifies three corridor opportunity areas along Pacific Boulevard, Santa Fe Avenue, and Florence Avenue. While the Walnut Park Community Plan currently accommodates some limited mixed uses along Santa Fe Avenue (i.e., Mixed Commercial [MC]), there are additional opportunities for moderate density mixed-use developments along the corridor areas of Florence Avenue and Pacific Boulevard. Recently, the County focused on the corridor areas in Walnut Park to identify potentially suitable sites to accommodate the 6th Cycle RHNA (pending a rezoning effort).

2.3.3.5 West Athens-Westmont

Location

Described in the General Plan as the geographic center of the County, West Athens-Westmont is bordered by the city of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the city of Gardena to the south. On a local level, the community is bounded by Manchester Avenue to the north, Van Ness Avenue to the west, El Segundo Boulevard to the south, and Vermont Avenue to the east.

Population and Jobs

West Athens-Westmont is a densely populated community with a population of 43,306 residents (U.S. Census 2022b). However, the community only supports an estimated 3,752 jobs (U.S. Census 2022c).

Mobility and Transportation

Regional access to West Athens-Westmont is provided via I-105 and I-110. Major east/west thoroughfares include Century Boulevard, Imperial Highway, and El Segundo Boulevard. Major north/south thoroughfares include Western Avenue, Normandie Avenue, and Vermont Avenue (Pro Forma Advisors 2021). The West-Athens Westmont community is served by the Metro C Line (formerly Green Line) and the Vermont/Athens Station, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens-Westmont (Metro 2021). Bus lines servicing the community include routes 117, 120, 204, 206, and 207, among others (Metro 2021). There are also several bikeways in the community, including a Class III bike route along South Denker Avenue, several Class II bike lanes, and two Bike Boulevards, one running east/west along West 110th Street, and the other running north/south along Budlong Avenue (Public Works 2021; Caltrans 2017). Due to its width, Vermont Avenue is identified in the General Plan as providing major opportunities for pedestrian and bicyclist improvements (County of Los Angeles 2015a). Figure 2-5d, Mobility and Transit, West Athens-Westmont, shows the locations of all the major freeways, Metro lines (bus and light rail), and bikeways within the community.

Parks and Cultural Amenities

West Athens-Westmont has just 0.2 acres of parkland per 1,000 residents, which is significantly below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016). The 2016 PNA reported that just 26% of West Athens-Westmont residents lived within walking distance of a park comparing to the Countywide average of 49% (DPR 2016). With the opening of Woodcrest Play Park in Westmont in November 2019, the number and percentage of residents

within walking distance of a park has increased, but additional parkland will be needed to substantially improve park availability and access in West Athens-Westmont (Lau 2021).

West Athens Westmont also has one LAPL branch—the Woodcrest Library—located at 1340 West 106th Street. Los Angeles Southwest College is also located in the community which had an annual 2020/2021 enrollment of over 10,000 students (LACCD 2021).

Housing

According to the Housing Element, RHNA units will be accommodated on existing sites within West Athens Westmont under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel near the intersection of Western Avenue and West 12th Street, a larger SP parcel (Assessor's Parcel Number [APN] 6077-011-042) rezoned as part of Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA) effort, and several other smaller R-1, R-2, and R-3 parcels located in the southern residential areas of the community. In addition, West Athens-Westmont will be impacted by the recently adopted Housing Element rezoning program. Commercial (C-1) parcels located along Vermont Avenues (generally north of 110th Street), as well as several additional C-2 parcels along Normandie Avenue, were identified as sites having the potential to accommodate the shortfall of lower income RHNA units. By rezoning these parcels from commercial use to MXD, the community would have the capacity to accommodate additional lower income housing.

Existing Community-Based Plans

West Athens-Westmont Community Plan (1990)

While the West Athens-Westmont Community Plan (WAWCP) was amended in 2003, many of the policies initially proposed in the 1990 version of the document have been left largely unchanged. One of the primary land use goals of the initial WAWCP was to reduce the allowable densities of multifamily residential areas and to preserve and improve the residential character of the community. While this may have been a suitable goal as the time of implementation in the early 1990s, framework policies such as the General Plan and the proposed Plan are now focusing on integration of residential, commercial, and other neighborhood serving uses. As set forth in the Housing Element, there is a need to increase densities within existing residential use areas to accommodate the growing need to lower and moderate income housing (County of Los Angeles 2022b). As illustrated in Figure 2-3e, the current land use designations, as set forth by the WAWCP include Single Family Residential (RD2.3); Two Family Residence (RD 3.1); Medium Density Bonus (RD 3.2); Regional Commercial (C.1) Community Commercial (C.2); Neighborhood Commercial (C.3); Commercial Manufacturing (C.4); Commercial Recreation; Public/Quasi-Public Use (PL.1); Recreation/Open Space (OS.1); and Transportation Corridor (TC). The WAWCP was repealed for the Connect Southwest LA Specific Plan Area (discussed below) in 2019.[17]

Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2018)

Connect Southwest LA Specific Plan is one of eleven TOD specific plan areas identified in the General Plan. The DRP identified the following goals to guide each TOD specific plan: (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

[17] The Project would fully repeal and replace the WAWCP for areas outside of the Connect Southwest LA Specific Plan Area. Together with Connect Southwest LA Specific Plan, the Metro Area Plan would act as the primary local level planning guide for West Athens-Westmont.

environmental review process for future infill development projects (County of Los Angeles 2018b). To accommodate the goals of the DRP, Connect Southwest LA Specific Plan proposed a General Plan amendment and rezoning program for the Specific Plan Area. The General Plan amendment included updating existing land use designations in the Specific Plan Area to Residential 9 (H9), Residential 18 (H18), Residential 30 (H30), General Commercial (CG), Mixed Use (MU), and Public and Semi-Public (P), while the zoning ordinance rezoned existing zoning districts in the Specific Project area to CSLA Residential 1, (CSLA R-1), CSLA Residential Planned Development-5000-10U (CSLA RPD-5000-10U)), CSLA Residential 2(CSLA R-2), CSLA Residential 3 (CSLA R-3), CSLA Mixed Use Development 1 (CSLA MXD-1), CSLA Mixed Use Development 2 (CSLA MXD-2), CSLA Neighborhood Commercial (CSLA C-2), CSLA Civic Center (CSLA CC), CSLA Public Institutional (CSLA IT), and CSLA Buffer Zone (CSLA B-1).

As a result of the targeted rezoning effort, it was estimated at the time of approval that Connect Southwest LA Specific Plan will ultimately facilitate the development of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses within the community. The mixed-use zones near the transit station and along Imperial Highway as well as those near Los Angeles Southwest College at the intersection of Imperial Highway and Western Avenue contain most of the development potential. Surrounding zones within a reasonable walking distance largely reflect existing conditions; these areas will benefit from and support new development.

Other key elements of Connect Southwest LA Specific Plan are related to mobility and included establishing a "sidewalk hierarchy" to establish a physical framework for sidewalk design in order to improve pedestrian circulation, a proposal to explore a more direct bicycle and pedestrian connection between the college and the station, the addition of approximately 11 miles of bikeways to the existing network, and proposing a sidewalk widening project along the Vermont/Athens C Line Station corridor along Vermont Avenue which would reduce the width of the travel lanes, add buffered bike lanes, and introduce additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use.

General Plan Land Use and Base Zoning

West Athens-Westmont is subject to the Countywide base zoning provisions outlined in Division 3 of the Zoning Code. As illustrated in Figure 2-4e, dominant zoning designations within the community include: a designation of Specific Plan (SP) for Connect Southwest LA Specific Plan Area (discussed above); Single Family (R-1) and Two Family Residence (R-2); Neighborhood Commercial (C-2) and General Commercial (C-3); limited instances of Limited Density Multiple Residence (R-3) and other commercial uses (Commercial Manufacturing [CM] and Commercial Recreation [C-R]) and designations of Light Agricultural (A-1) for the Chester L. Washington Golf Course and Open Space (O-S) for Helen Keller Park near the northwest corner of El Segundo Boulevard and Vermont Parkway. In addition, the existing West Athens-Westmont ZD is located within the contemporary West Athens-Westmont community boundaries. However, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within West Athens-Westmont or elsewhere within the Metro Planning Area.

Within West Athens-Westmont, the General Plan identifies a corridor opportunity area along Imperial Highway, as well as a neighborhood center and transit center surrounding the Vermont Metro Station. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements, while the width of Vermont Avenue provides major opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the transit center opportunity area to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements. The Imperial Highway corridor and neighborhood center in West

Athens Westmont was identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.[18]

2.3.3.6 West Rancho Dominguez-Victoria

Location

West Rancho Dominguez-Victoria is in the southeast portion of the Metro Planning Area. It is adjacent to the cities of Compton, Carson, and Gardena. Generally, it is bound by East 120th Street to the north, South Figueroa Street to the west, and West Alondra Boulevard to the south.

Population and Jobs

West Rancho Dominguez-Victoria is a community of about 24,347 residents (U.S. Census 2022b). Providing approximately 15,334 local jobs, it serves as an industrial hub for the South Bay area of Los Angeles (U.S. Census 2022c; Pro Forma Advisors 2021). With a land area of approximately 3.98 square miles, West Ranch Dominguez-Victoria is the second largest (geographically) of the unincorporated communities, representing approximately 19% of the total Project area (Pro Forma Advisors 2021).

Mobility and Transportation

West Rancho Dominguez-Victoria is regionally accessible via I-105 and I-110 and is also within a relatively short distance from LAX. While there are no light rail stations located within the community, the Avalon Station along the C Line (previously Green Line) is located approximately 0.3 mile north of the community's northern border. The community is also served by several bus lines, including routes 45, 51, and 125 (Metro 2021). The bikeway network includes Class II bike paths (e.g., South Avalon Boulevard, South Broadway Street, West Rosecrans Avenue), and a limited number of Class III bike routes accessible to the portion of the community east of Elva Avenue (Public Works 2021; Caltrans 2017). Figure 2-5e, Mobility and Transit, West Rancho Dominguez-Victoria and Willowbrook, shows the locations of all Metro lines (bus), and bikeways within the community, as well as the location of the Metro Light Rail line and station in the adjacent community of Willowbrook.

Parks and Cultural Amenities

The surrounding community supports several essential cultural and recreational public amenities, such as the Earvin Magic Johnson Park and the A.C. Bilbrew Library (150 East El Segundo Boulevard). Serving over a quarter of a million children within a one-half mile radius, Magic Johnson Park has recently been improved to, among other things, address water quality, biodiversity, and provide a safe and sustainable recreational amenity for the surrounding community (DPR 2019).

West Rancho Dominguez-Victoria has only 1.5 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016; County of Los Angeles 2015a).[19] Despite the lack of park space, 54% of West Rancho Dominguez-Victoria residents live within walking distance of a park, which is above the Countywide average of 49% (DPR 2016).

[18] The opportunity areas were the main focus of Connect Southwest LA Specific Plan (discussed above) but were also important considerations for land use policy changes proposed or implemented as part of the Project.

[19] West Rancho Dominguez-Victoria, as defined in the 2016 PNA, includes parts of both West Rancho Dominguez-Victoria and Willowbrook.

Housing

According to the Housing Element, there are a small number of RHNA units which will be accommodated on existing sites within West Rancho Dominguez-Victoria under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel located at 12600 Main Street capable of supporting 14 lower income units, as well as through several R-1 and R-2 zoned properties—each supporting one to two moderate income units—located within the corridor and neighborhood center opportunity areas near the intersection of El Segundo and Avalon Boulevards (County of Los Angeles 2022f). In addition, commercial parcels (predominantly C-1 and C-2) located along Avalon Boulevards (north of 135th Street) and El Segundo Boulevard were identified as sites having the potential to accommodate the shortfall of RHNA units, pending a Housing Element mandated rezoning effort to be implemented by the Project (County of Los Angeles 2022e).

Existing Community-Based Plans

With the exception of the CSD standards set forth in the Zoning Code, there are no other existing or community-based plans applicable to West Rancho Dominguez-Victoria.

General Plan Land Use and Base Zoning

As illustrated in Figure 2-4f, dominant zoning within West Rancho Dominguez-Victoria includes residential (R-1, R-2, and limited instances of R-3) as well the manufacturing (M-1, M-1.5, and M-2) Industrial Preservation (IP) zones (County of Los Angeles 2015b). The addition of IP to the manufacturing zones is intended to preserve existing industrially-zoned properties specifically for current and future industrial uses, labor-intensive activities, wholesale sales of goods manufactured on-site, major centers of employment, and limited employee serving commercial uses (County of Los Angeles 2015b). The combining zone serves to expressly prohibit uses that do not align with the purpose of the zone, including general commercial and/or recreational uses (County of Los Angeles 2015b). Other zoning types within the community include commercial (e.g., C-1 and C-2) and Open Space (OS) designations for Athens Park, Earvin “Magic” Johnson Recreation Area, Enterprise Park, and Ray Campanella Park (County of Los Angeles 2021b) The zoning for West Rancho Dominguez-Victoria correlates to the applicable land use designations illustrated in Figure 2-3f.

In addition, the existing ZDs of Athens, Victoria, and portions of Willowbrook-Enterprise are located within the contemporary West Rancho-Dominguez-Victoria community boundaries, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within West Ranch Dominguez-Victoria or elsewhere within the Metro Planning Area (County of Los Angeles 2019a).

2.3.3.7 Willowbrook

Location

Located in between the cities of Los Angeles, South Gate, and Compton, the unincorporated community of Willowbrook is approximately 1.68 square miles, or approximately 8% of the Project area, and is bounded by Imperial Highway to the north and Alameda Street to the east (Pro Forma Advisors 2021).

Population and Jobs

The Willowbrook community supports a population of 24,295 residents and supplies approximately 5,304 jobs (U.S. Census 2022b, 2022c).

Mobility and Transportation

Regional access to Willowbrook is provided via I-105, I-710, and I-110. Major north/south thoroughfares include Willowbrook Avenue, Wilmington Avenue, and Compton Avenue. Major east/west thoroughfares include 120th Street and El Segundo Boulevard. Willowbrook is also within a relatively short distance to LAX. The community is served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station (Public Works 2021). In 2019, the Willowbrook-Rosa Parks Station had an average of approximately 11,800 daily boardings, which makes it the most utilized station in the Project area (Pro Forma Advisors 2021). There are also several bus lines running through the community, including routes 55, 120, 202, 205 and 612 (Metro 2021), as well as one Class IV cycle track—adjacent to Willowbrook Avenue between East 119th Street and Imperial Highway—and several Class II and Class III bikeways (Caltrans 2017; Public Works 2021). Figure 2-5e, Mobility and Transit, West Rancho Dominguez-Victoria and Willowbrook, shows the locations of all the major freeways, Metro lines (bus and light rail), and bikeways within the community.

Parks and Cultural Amenities

The first library in the County was established in Willowbrook in the early 20th Century—the genesis of today's Los Angeles County Public Library system (LACL 2022). The Willowbrook Library is located at 11838 Wilmington Avenue. Willowbrook is home to several other regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station—which is a major transit hub at the junction of the A and C lines—as well as the Charles R. Drew University of Medicine and Science (CDU), which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research (ESRI 2022). Although technically located within the community boundary for West Rancho Dominguez-Victoria (DRP 2019), the renovated Earvin "Magic" Johnson Park is also considered part of the Willowbrook community (Lau 2021).

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the Countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents (DPR 2016).[20] About 66% of Willowbrook residents live within walking distance of a park, which is above the Countywide average of 49% (DPR 2016). While these statistics may suggest that Willowbrook has sufficient parkland and good park access, it is still lacking a variety of park amenities desired by community members (Lau 2021). The ongoing implementation of the Earvin "Magic" Johnson Park Master Plan is helping to address many of the needs by providing amenities such a community event center, a dog park, walking paths, outdoor exercise equipment, and children's playgrounds (Lau 2021).

Housing

As provided in Housing Element, existing sites have been identified within Willowbrook to accommodate a range of lower to moderate income housing units. Most of the housing units would be located on the Willowbrook Transit Oriented District Specific Plan MU-2-designated parcels located to the southeast of the intersection of Compton Avenue and 117th Street. Specifically, APN 6149-014-904 in this area has the existing capacity to accommodate upwards of 250 lower income units, and 70 above moderate-income units. Other existing sites include two SP-RES 1 zoned parcels (APNs 6150-022-004 and 6150-020-011), and multiple R-1, R-2, and R-3 zoned parcels within the southern residential neighborhoods, which could each accommodate one to two moderate-income housing

[20] Willowbrook, as defined in the County PNA, includes parts of both Willowbrook and West Rancho Dominguez-Victoria as defined by the Project's unincorporated community boundaries.

units. The 6th Cycle RHNA does not identify any specific sites within the Willowbrook community as having the potential to accommodate the RHNA through a future rezoning program.

Existing Community-Based Plans

Willowbrook Transit Oriented District Specific Plan (2018)

Willowbrook Transit Oriented District Specific Plan (Willowbrook TOD Specific Plan) covers an approximately 312-acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line (Willowbrook TOD Specific Plan area). Consistent with the goals and policies outlined in the General Plan, the Willowbrook TOD Specific Plan: (1) Encourages transit oriented development; (2) promotes active transportation; (3) allows development that reduces vehicle miles traveled; (4) allows development that creates community benefits; and (5) streamlines the environmental review process for future projects. The Willowbrook TOD Specific Plan is anticipated to facilitate development, especially residential and employment-generating uses, proximate to the Willowbrook/Rosa Parks Station. The primary objectives of the Willowbrook TOD Specific Plan are to identify land use options that include mixed uses, increased housing opportunities, and neighborhood-serving retail uses.

The Willowbrook TOD Specific Plan area is divided into seven subareas: (1) Martin Luther King Jr. (MLK) Medical Center and Associated Facilities; (2) CDU Campus Area; (3) Northwest Subarea; (4) Kenneth Hahn Plaza; (5) Willowbrook/Rosa Parks Station; (6) Imperial Highway Corridor; and (7) Residential Neighborhoods. Together, these subareas support a range of land uses, including residential, retail, office, and other commercial, as well as educational and institutional facilities and services. The Willowbrook TOD Specific Plan establishes zoning within the Project area, which is partially guided by the boundaries of the subareas. The Willowbrook TOD Specific Plan zoning designations include the following: Mixed Use 1 (MU-1), Mixed Use 2 (MU-2), the MLK Medical and Overlay, the Drew Educational zone, the Imperial Commercial zone, Willowbrook Residential 1, 2, and 3; and Open Space (O-S). MU-2 intends to provide commercial and residential development, with an emphasis on employment-generating uses and residential infill development. The MLK Medical Overlay intends to maintain and promote medical, clinical, medical office and associated supportive uses and expand pedestrian linkages and connectivity. The Drew Education zone intends to establish the CDU medical campus and expand pedestrian linkages and connectivity. The Imperial Commercial zone intends to maintain and promote commercial uses between Imperial Highway and I-105. Willowbrook Residential 1,2, and 3, intend to preserve and enhance desirable characteristics of residential areas. O-S is the same as the County's O-S designation set forth in Chapter 22.16 of the Zoning Code.

General Plan Land Use and Base Zoning

As illustrated in Figure 2-4g, dominant Countywide zoning designations within Willowbrook include: Specific Plan (SP), which correlates to the Willowbrook TOD Specific Plan zoning districts discussed above; Single Family Residence (R-1); Two-Family Residential (R-2); Limited Density Multiple Residential (R-3): Light Manufacturing; and several instances of commercial (C-1, C-2, and C-3) and Heavy Manufacturing (M-2). These base zones are intended to implement Willowbrook's existing land use designations as identified in the General Plan. As illustrated in Figure 2-3g, current General Plan land use designations for Willowbrook include Residential 9 (H9), Residential 18 (H18); Residential 30 (H30); General Commercial (GC), Mixed Use (MU); and Light Industrial (IL), and Public and Semi-Public (P) (County of Los Angeles 2015).

The General Plan also identifies multiple opportunity areas within Willowbrook which should be considered for further study when preparing community-based plans. These include a corridor opportunity area along Wilmington

Avenue, north of 120th Street, as well as a neighborhood center and a transit center surrounding Willowbrook/Rosa Parks Metro station, which is a major transit hub at the junction of the A and C lines. According to the General Plan, significant opportunities also exist for the area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center, which lies within the transit center and northern extent of the corridor opportunity area. Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Metro Station are important factors to consider in future planning activities.

2.4 Public Services and Utilities

2.4.1 Public Services

This Recirculated Draft PEIR evaluates the Project's potential impacts on public services including fire protection and emergency services, law enforcement, school, parks, and library services. The below provides a brief overview of the existing public services in the Project and the surrounding areas. For a more detailed discussion of existing conditions related to public services, please refer to Section 4.15, Public Services, of Chapter 4 of this Recirculated Draft PEIR.

2.4.1.1 Fire Protection and Emergency Services

The Los Angeles County Fire Department (LACoFD) serves the unincorporated areas of Los Angeles County as well as 60 cities that choose to have the County provide fire and emergency medical services. The LACoFD provides fire suppression and emergency medical services to over four million residents within the County. The LACoFD operates 177 fire stations within 9 divisions and 22 battalions (LACoFD 2022). The LACoFD operates multiple divisions including Air and Wildland, Fire Prevention, Forestry, and Health Hazardous Materials. The LACoFD had a total of 4,775 personnel in 2021 (LACoFD 2022). In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services.

2.4.1.2 Sheriff Services

The Los Angeles County Sheriff's Department (LASD) provides general-service law enforcement to unincorporated areas of the County as well as cities within the County that have contracted with the agency. The LASD's service area totals approximately 4,084 square miles and serves a population of approximately 10 million people (LASD 2022). The LASD employs approximately 18,000 employees (LASD 2022). In addition to enforcement of criminal laws, LASD also provides investigative, traffic enforcement, accident investigation, and community education functions. The Field Operation Regions are centered on 25 patrol stations that are dispersed throughout the County. LASD also maintains mutual aid agreements across jurisdictional boundaries for emergency response needs that exceed local resources.

2.4.1.3 School Services

According to the Los Angeles County Office of Education, the County has 48 unified school districts, 27 elementary school districts, and 5 high school districts (COE 2022). There are 1,840 schools total, 372 authorized charter schools, and 73,737 teachers. The largest school district is Los Angeles Unified School District (LAUSD), with approximately 440,365 students enrolled (COE 2022). The total K through 12th grade enrollment in the County is approximately 1.4 million students (COE 2022). Three school districts serve the Project area: LAUSD, Montebello Unified School District (MUSD), and Compton Unified School District (CUSD). In the 2020–2021 school year, LAUSD

had a cumulative total of 574,996 students enrolled, MUSD had a cumulative total of 23,092 students enrolled, and CUSD had a cumulative total of 22,117 students enrolled (Ed-Data 2022a, 2022b, 2022c).

2.4.1.4 Parks

The County owns and operates parks and recreational facilities in both unincorporated areas and cities in Los Angeles County, managed by the Los Angeles County Department of Parks and Recreation (DPR). The County's park system, including facilities that are owned, operated, and maintained by the County, totals approximately 70,000 acres (County of Los Angeles 2015a) across 181 parks (DPR 2022). The system includes local and regional parks, natural areas, special use facilities, and multi-use trails (County of Los Angeles 2016). These facilities serve the local needs of communities in the unincorporated areas and regional needs Countywide. The DPR offers a wide variety of recreation programs to meet the diverse needs of residents, ranging from organized sports, tournaments, and scheduled classes, to special events.

Similar to the discussion above in Section 2.2.2.3, future park developments were identified by DPR and are anticipated to be implemented within the Metro Planning Area, including the following (County of Los Angeles 2023a):

- 92nd Street Linear Park project: 5.5-acre park in Florence-Firestone anticipated to be completed in 2023.
- Walnut Park Pocket Park project: 0.5-acre park in Walnut Park anticipated to be completed in 2023.
- 95th & Normandie Pocket Park project: 0.16-acre pocket park in West Athens-Westmont anticipated to be completed in 2023.
- Salazar Park Parkwide Modernization project in East Los Angeles: New improvements/amenities anticipated to be completed in 2025.

2.4.1.5 Libraries

The Los Angeles County Library (LACL) system was established in 1912 and provides library services to over 3.4 million residents living in unincorporated Los Angeles County and to residents of 44 cities in Los Angeles County (County of Los Angeles 2022g). The LACL has a service area of over 3,000 square miles. The LACL system is a special fund County department operating under the direction of the County Board of Supervisors. The 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 LACL system.

2.4.2 Utilities

This Recirculated Draft PEIR evaluates the Project's potential impacts on utilities and service systems, including the potential impacts to water, wastewater, storm drain, electric power, natural gas, telecommunication conveyance capacity, as well as impacts to water supply, wastewater treatment, and solid waste disposal capacity. A brief discussion of the existing regional utilities and service systems setting common to all Project area communities are discussed below. For a more detailed discussion of existing conditions related to utilities and system services, including those specific to each unincorporated Project area community, please refer to Section 4.19, Utilities and System Services of this Recirculated Draft PEIR.

2.4.2.1 Stormwater Service

The Los Angeles County Flood Control District (LACFCD) is responsible for regional flood control protection within the County. Drainage facilities in Project area are provided and maintained by LACFCD and, except for Florence-Firestone and Walnut Park, the California State Department of Transportation (Caltrans).

2.4.2.2 Sewer Service

The Los Angeles County Sanitations Districts (LACSD) provides wastewater treatment services for the Project area. LACSD own, operate, and maintain the large trunk sewers that form the backbone of the wastewater conveyance system in the Project area. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The wastewater generated by the Project area is treated at the Joint Water Pollution Control Plant, located in the City of Carson, and the Los Coyotes Water Reclamation Plant, located in the City of Cerritos. (Figure 4.19-1, Existing Sanitary Sewer System, of Section 4.19, identifies the existing regional sanitary sewer system for the Project area, and Figure 4.19-2, Los Angeles County Sanitations Districts Joint Outfall System Service Area, identifies the LACSD service area.)

2.4.2.3 Water Supply

The Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the Central Basin Municipal Water District (CBMWD) and West Basin Municipal Water District (WBMWD). The CBMWD in turn wholesales potable water to local retail water purveyors servicing all the unincorporated communities within the Project area except for West Athens-Westmont (see Figure 4.19-3, Wholesale and Retail Water Purveyors). The WBMWD wholesales water to local retail purveyors servicing West-Athens-Westmont, as well as West Rancho Dominguez Victoria (which also receives water from the CBMWD). Each community in the Project area derives a portion of its water supply from groundwater from the West Coast and Central groundwater basins, which are adjudicated basins.[21] (See Section 4.10, Hydrology and Water Quality, and Section 4.19, for further information about retail water purveyors and the water supply system servicing the Project area.)

2.4.2.4 Solid Waste

The Los Angeles County Public Works (Public Works) manages the collection of solid waste for residents and businesses in the Project area (Public Works 2022). 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 unincorporated areas of the County will require jurisdictions to continue development of waste reduction and diversion efforts to avoid shortfalls in landfill capacity and to meet County goals to reduce solid waste generation in unincorporated areas (County of Los Angeles 2019a). Construction waste is typically disposed at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. Collectively, these facilities have an annual capacity of approximately 11.73 million tons per day of inert material and handled nearly 3.35 million tons in 2019 (County of Los Angeles 2020d).

[21] When water users within a groundwater basin are in dispute over legal rights to the water, a court can issue a ruling known as an adjudication. Adjudications can cover an entire basin, a portion of a basin, or a group of basins and all non-basin locations between, as defined by court decree (DWR 2022).

2.4.2.5 Electrical Service

Electricity in the Project area 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 aboveground and underground power lines to supply sufficient power to all locations, including streetlights and traffic signals. The existing electrical system has adequate capacity to serve the Project area.

2.4.2.6 Natural Gas

Natural gas currently serving the Project area is provided by Southern California Gas Company (SoCalGas), which owns and operates two natural gas storage fields in Southern California. These storage fields help meet peak seasonal demand and allow Southern California customers to secure natural gas supplies more efficiently. SoCalGas also owns and operates four underground storage facilities located around Southern California. In addition, SoCalGas owns and operates all transmission mains, distribution pipelines, and service laterals in the Project area.

2.4.2.7 Telecommunication Service

Telecommunication facilities are installed in the Project area by a variety of private utility companies, including AT&T, Cox Communications, Frontier, and Earthlink (HighSpeedInternet 2022).

2.5 Cumulative Impact Analysis

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that, where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). Section 15130 further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

1. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
2. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

The cumulative impact analysis contained in this Recirculated Draft PEIR considers projections from applicable planning documents for assessment of impacts, including the FFTOD, the General Plan, and SCAG's RTP/SCS.

As discussed in Section 2.3.3.3, Florence-Firestone, the FFTOD Specific Plan will facilitate the buildout of approximately 12,110 housing units. Approximately 9,523 of the FFTOD Specific Plan's facilitated housing units will contribute to meeting the County's RHNA, while an additional 2,587 will be built specifically to serve the needs of Florence-Firestone and the surrounding communities (County of Los Angeles 2021a). The FFTOD Specific Plan growth projections for non-RHNA housing (i.e., 2,587 housing units) and associated population, as well as estimates for FFTOD Specific Plan-facilitated jobs, are evaluated as a cumulative project in this Recirculated Draft PEIR, as shown in Table 2-14, FFTOD Specific Plan (Cumulative Project) below. [22]

Table 2-14. FFTOD Specific Plan (Cumulative Project)

Geographic Scope	Florence-Firestone TOD Specific Plan Net Buildout		
	Population	Housing (DU)	Jobs
Florence-Firestone	9,055	2,587	2,734

Source: County of Los Angeles 2021c
Notes: DU = dwelling units, which is a common planning term used to refer to housing units.

Under the General Plan, the County is required to prepare an area plan for each of the County's 11 Planning Areas. Only the Antelope Valley Area Plan has been adopted. Thus, other planned and probable future projects considered in this Project's cumulative impact analysis include the County's other Area Plans to be developed and implemented over the coming years. In addition to this Project, other area plans currently under development and/or available for public review include the East San Gabriel Valley Area Plan, the Gateway Planning Area Rezoning Program, the South Bay Area Plan, and the Westside Area Plan (County of Los Angeles 2023b).

The Recirculated Draft PEIR considers the growth projections set forth in a number of adopted local and regional plans applicable to the County, including plans applicable to the Metro Planning Area (which, geographically, includes the Project area, the City of Compton, and portions of the City of Los Angeles) and the adjacent Project-area jurisdictions of Commerce, Hawthorne, Huntington Park, Lynwood, Montebello, Monterey Park, Paramount, and South Gate. As such, adopted plans considered in the Project's cumulative analyses include buildout of the County's General Plan (including the Housing Element), SCAG RTP/SCS Connect SoCal, and other general plans applicable to the adjacent Project-area jurisdictions listed above. A summary of projections contained in the adopted County General Plan (including the Housing Element) and SCAG RTP/SCS Connect SoCal is provided below in Table 2-15, County General Plan and SCAG RTP/SCS Connect SoCal (Cumulative Plans). Note that SCAG RTP/SCS Connect SoCal accounts for future growth for both the incorporated and unincorporated County areas, including the applicable general plan buildout for all adjacent Project-area jurisdictions (i.e., 11,674,000 housing units, 4,119,000 people, and 5,382,000 jobs by 2045) (SCAG 2020).

Table 2-15. County General Plan and SCAG RTP/SCS Connect SoCal (Cumulative Plans)

Cumulative Plans	Geographic Scope	PLANNED BUILDOUT		
		Population	Housing (DU)	Jobs
Los Angeles County 2035 General Plan (*including the*	Project Area	310,561[a]	79,770[b]	103,578[c]

[22] As discussed in Section 2.3.3.3, Florence-Firestone, above, the subsequent to circulation of the 2022 Draft PEIR, the FFTOD Specific Plan was adopted and the associated Final EIR was certified in February 2023. Nevertheless, the Metro Area Plan Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

Table 2-15. County General Plan and SCAG RTP/SCS Connect SoCal (Cumulative Plans)

Cumulative Plans	Geographic Scope	PLANNED BUILDOUT		
		Population	Housing (DU)	Jobs
2021-2029 Housing Element)				
2020-2045 RTP/SCS Connect SoCal[d]	Unincorporated County	1,258,000	419,300	320,100
2020-2045 RTP/SCS Connect SoCal	County of Los Angeles	11,674,000	4,119,000	5,382,000

Sources: County of Los Angeles 2014d, 2022d, SCAG 2020; U.S. Census 2022b
Notes: DU = dwelling units, which is a common planning term used to refer to housing units.

a. Planned population for the Project area was calculated by multiplying the existing dwelling unit capacity identified in the Housing Element's sites inventory analysis (provided as Appendix B-1, Housing Element Existing Capacity Sites (Project Area), of this Recirculated Draft PEIR) by 3.5 persons per household, which is the average for County of Los Angeles, according to the Housing Element PEIR (County of Los Angeles 2014d). This planned population was added to the existing population per the U.S. Census data (U.S. Census 2022b).
b. The planned buildout for dwelling units in the Project area is the existing capacity identified in the Housing Element's sites inventory analysis (provided as Appendix B-1, Housing Element Existing Capacity Sites (Project Area), of this Recirculated Draft PEIR) plus the existing Project area dwelling units per the Los Angeles County Assessor Parcel Data (County of Los Angeles 2022d).
c. Since the adoption of the 2035 General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: Willowbrook TOD Specific Plan and Connect Southwest LA. The planned employment estimates for the Project area take into account these changes. For further details, please refer to Table 4.14-3, Planned Buildout Projections, of Section 4.14, Population and Housing, of this Recirculated Draft PEIR (County of Los Angeles 2014d).
d. Estimates for 2045 population, dwelling units, and jobs for the unincorporated County and County of Los Angeles are derived from SCAG's 2020–2045 RTP/SCS Connect SoCal (SCAG 2020).

Section 15130(b)(3) of the CEQA Guidelines states that "lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used." Each cumulative analysis in Sections 4.1 through 4.20 of this Recirculated Draft PEIR identify the geographic scope that is applicable to that topic area. In general, the cumulative study area includes the County of Los Angeles. There are environmental issues whose relevant geographic scope for purposes of the cumulative impact analysis may be larger or smaller than the County, and may be defined by local, regional, or state agency jurisdiction or by other environmental factors. One example is the geographic scope of cumulative air quality impacts, defined by the SCAQMD to encompass the SCAB. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Conversely, the geographic scope of cumulative aesthetic impacts is limited to anticipated growth and development in the Project area and immediately adjacent areas.[23] The geographic context for the cumulative analysis is specified for each environmental issue addressed in Sections 4.1 through 4.20 of this Recirculated Draft PEIR.

2.6 References

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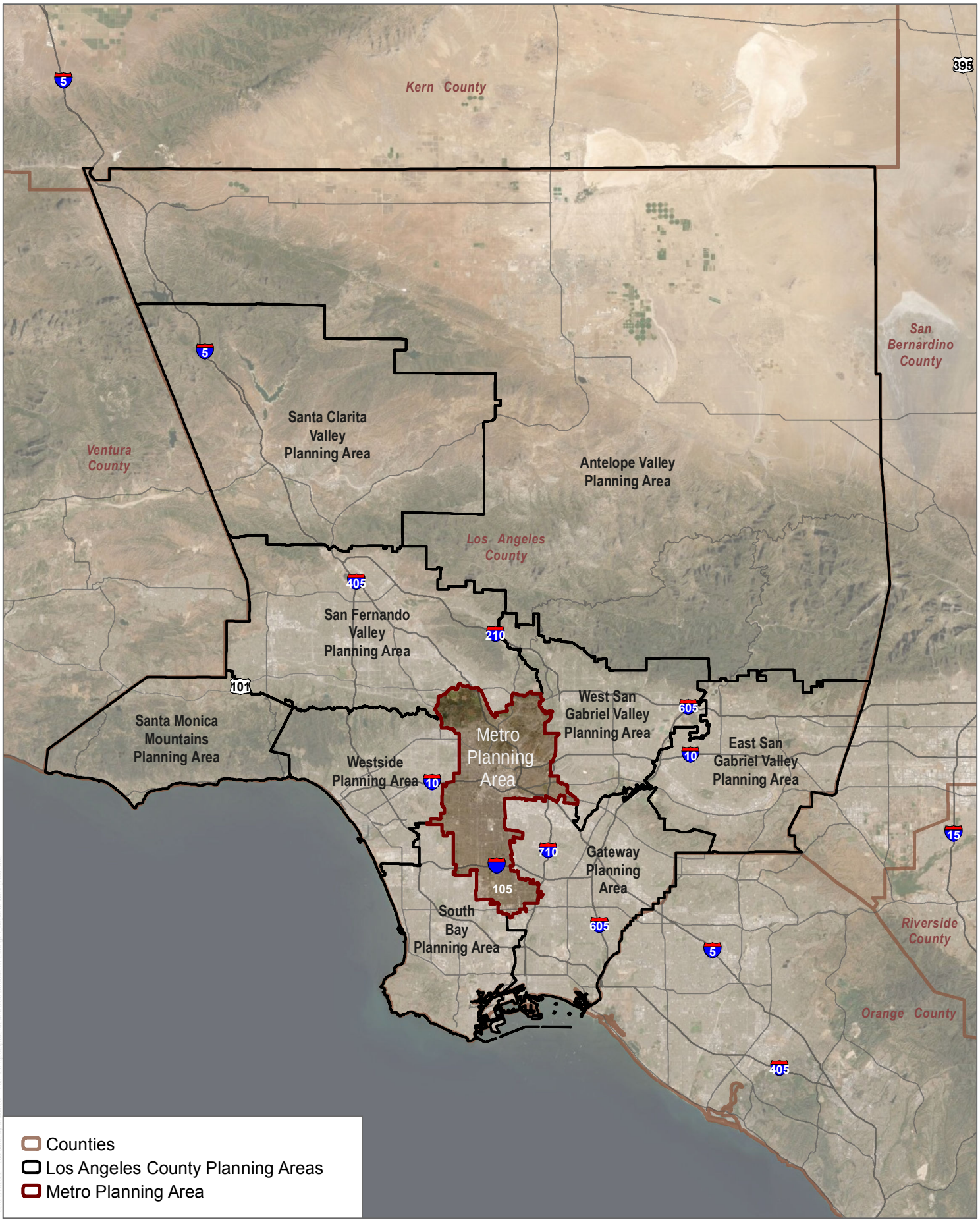

SOURCE: NAIP 2020; LA County 2021

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FIGURE 2-1

Los Angeles County Planning Areas

Los Angeles County Metro Area Plan PEIR

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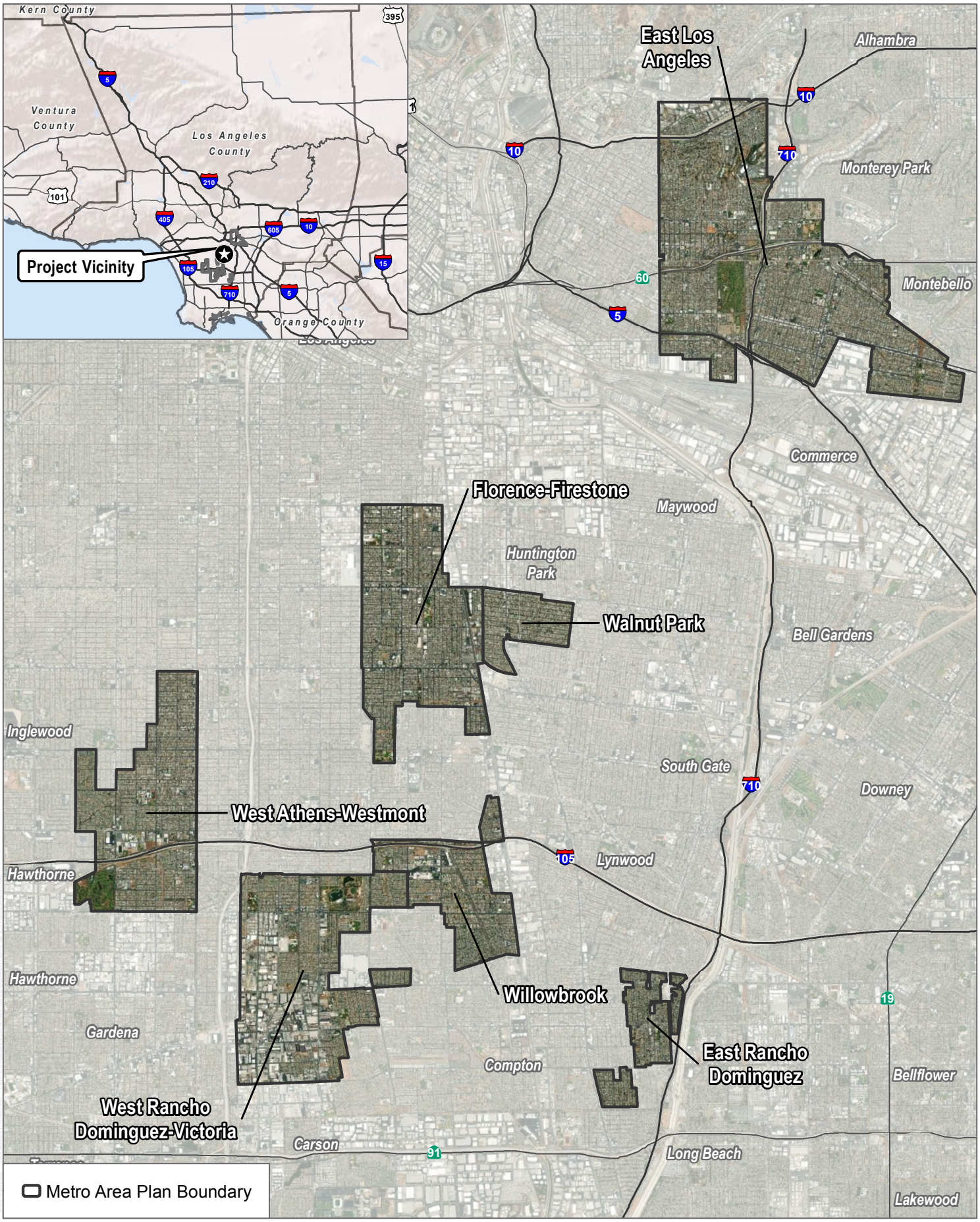

SOURCE: NAIP 2020; LA County 2021

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FIGURE 2-2

Project Location

Los Angeles County Metro Area Plan PEIR

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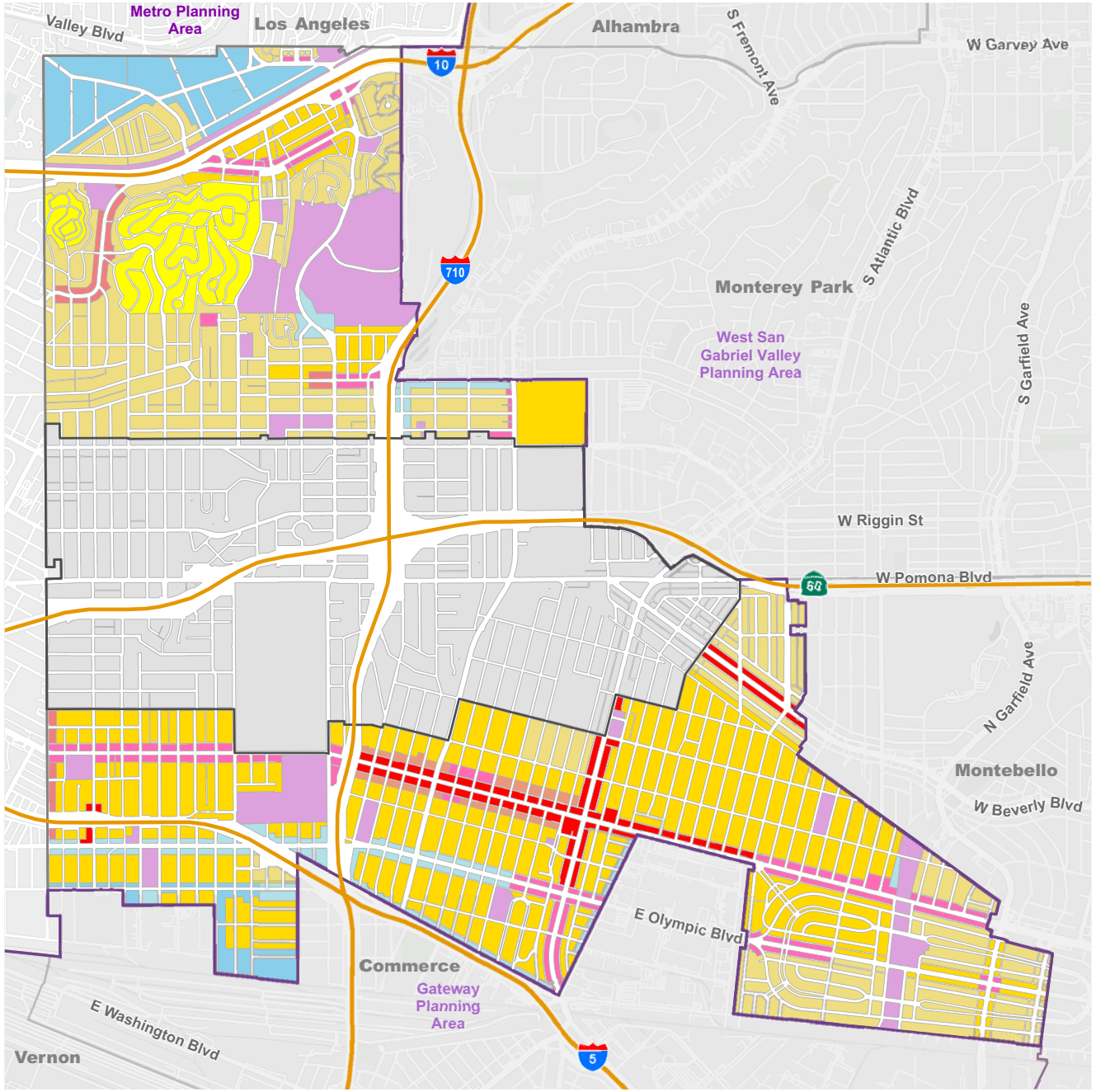

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3A

Existing General Plan Land Use, East Los Angeles

Los Angeles County Metro Area Plan EIR

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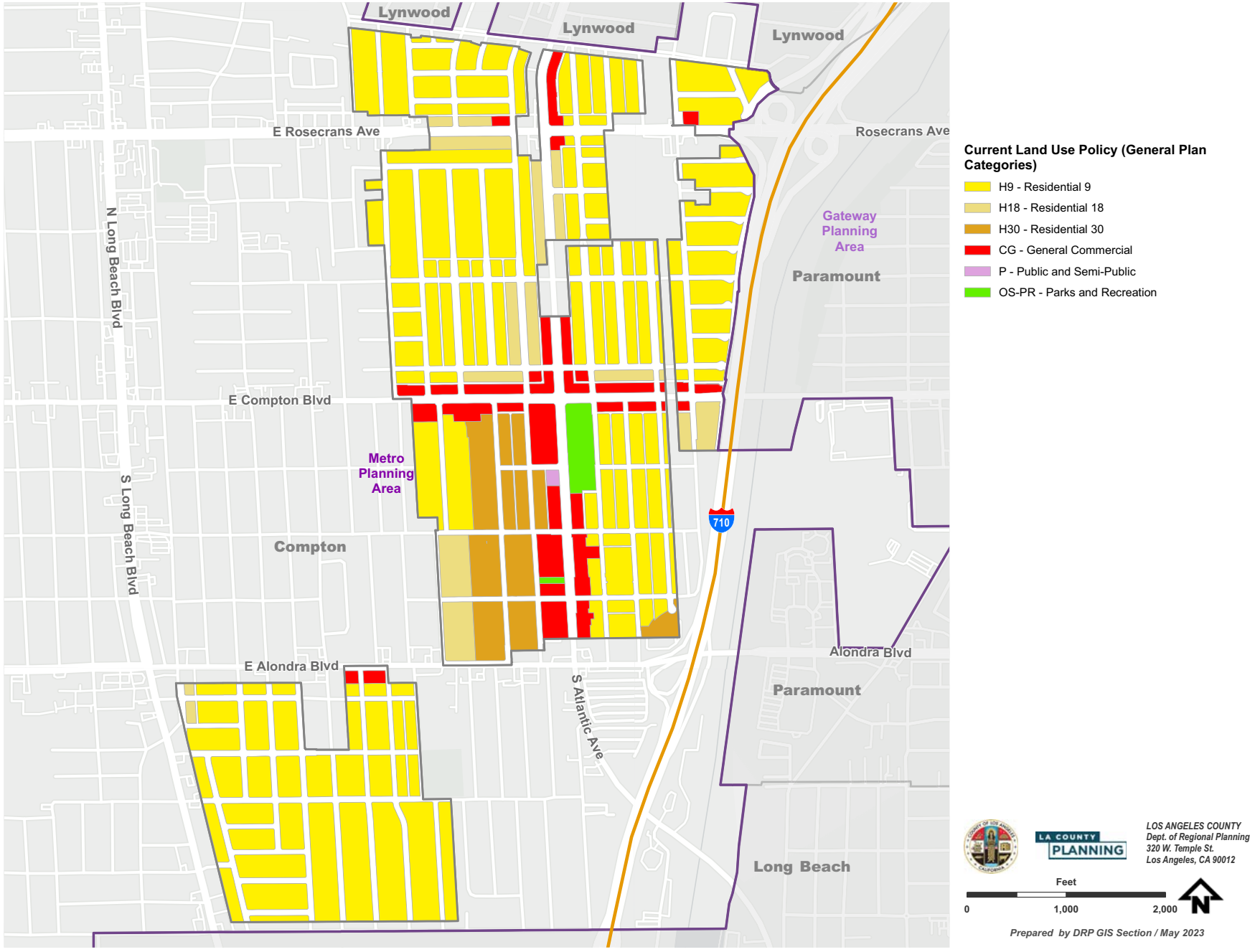

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3B

Existing General Plan Land Use, East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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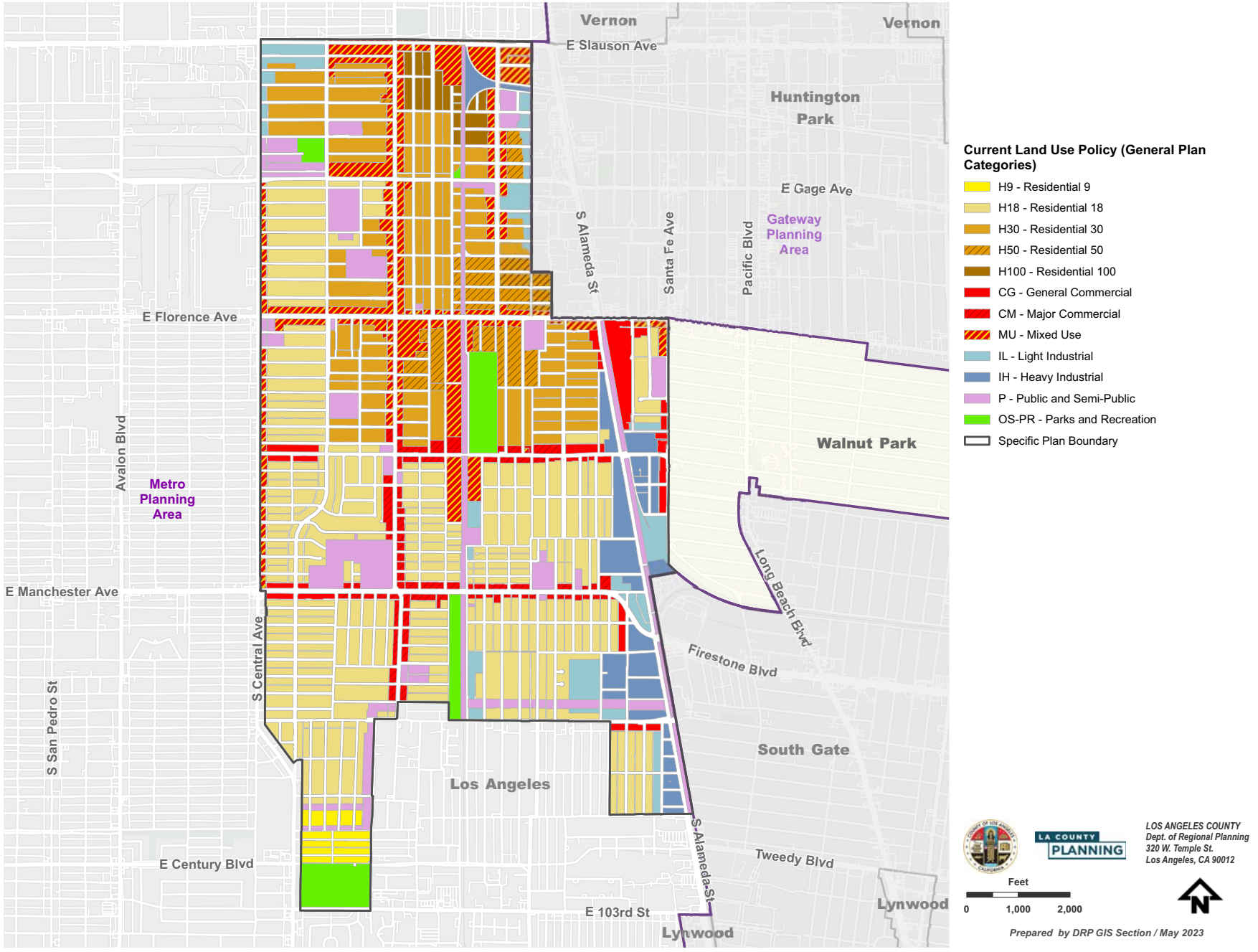

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3C

Existing General Plan Land Use, Florence Firestone

Los Angeles County Metro Area Plan EIR

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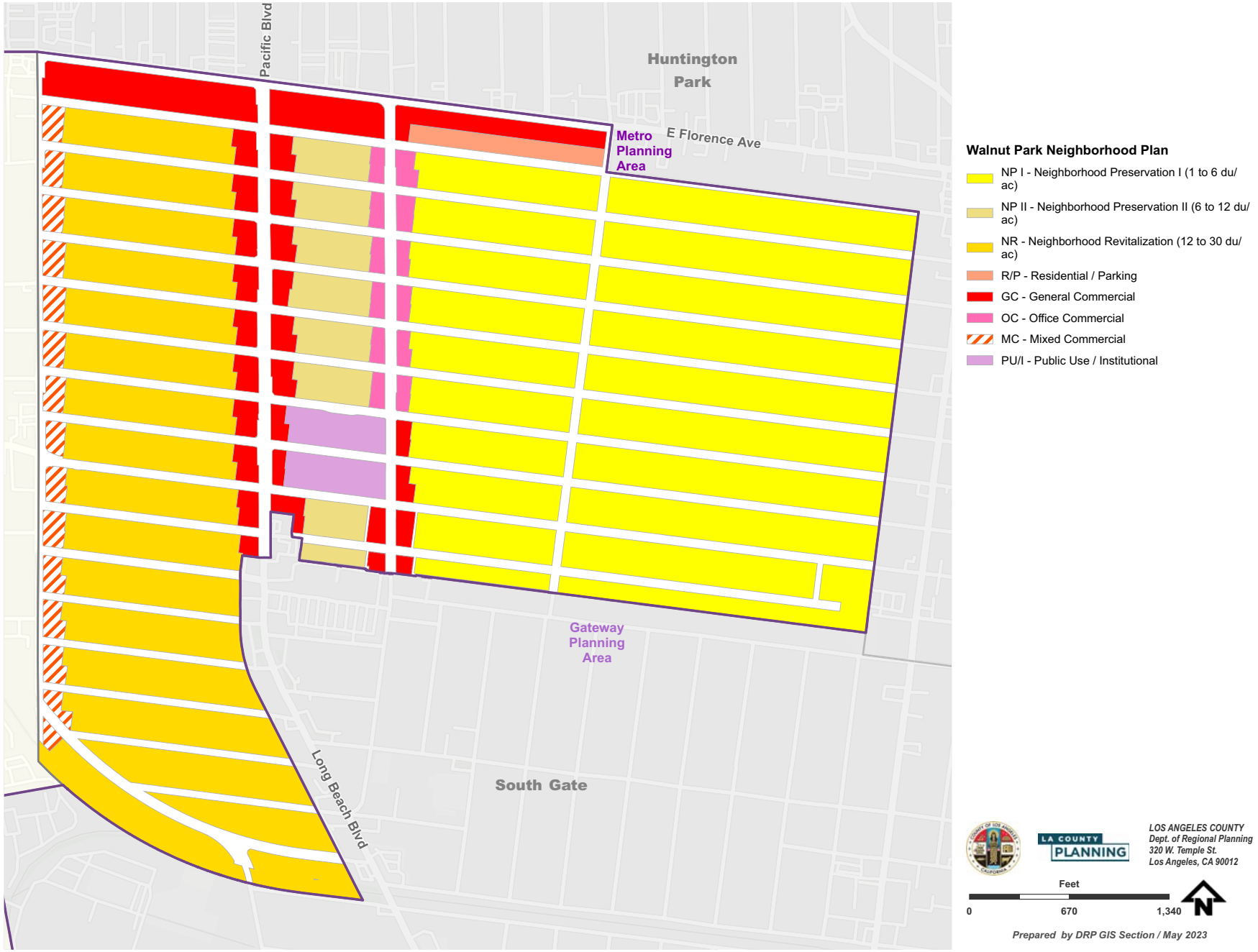

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3D

Existing General Plan Land Use, Walnut Park

Los Angeles County Metro Area Plan EIR

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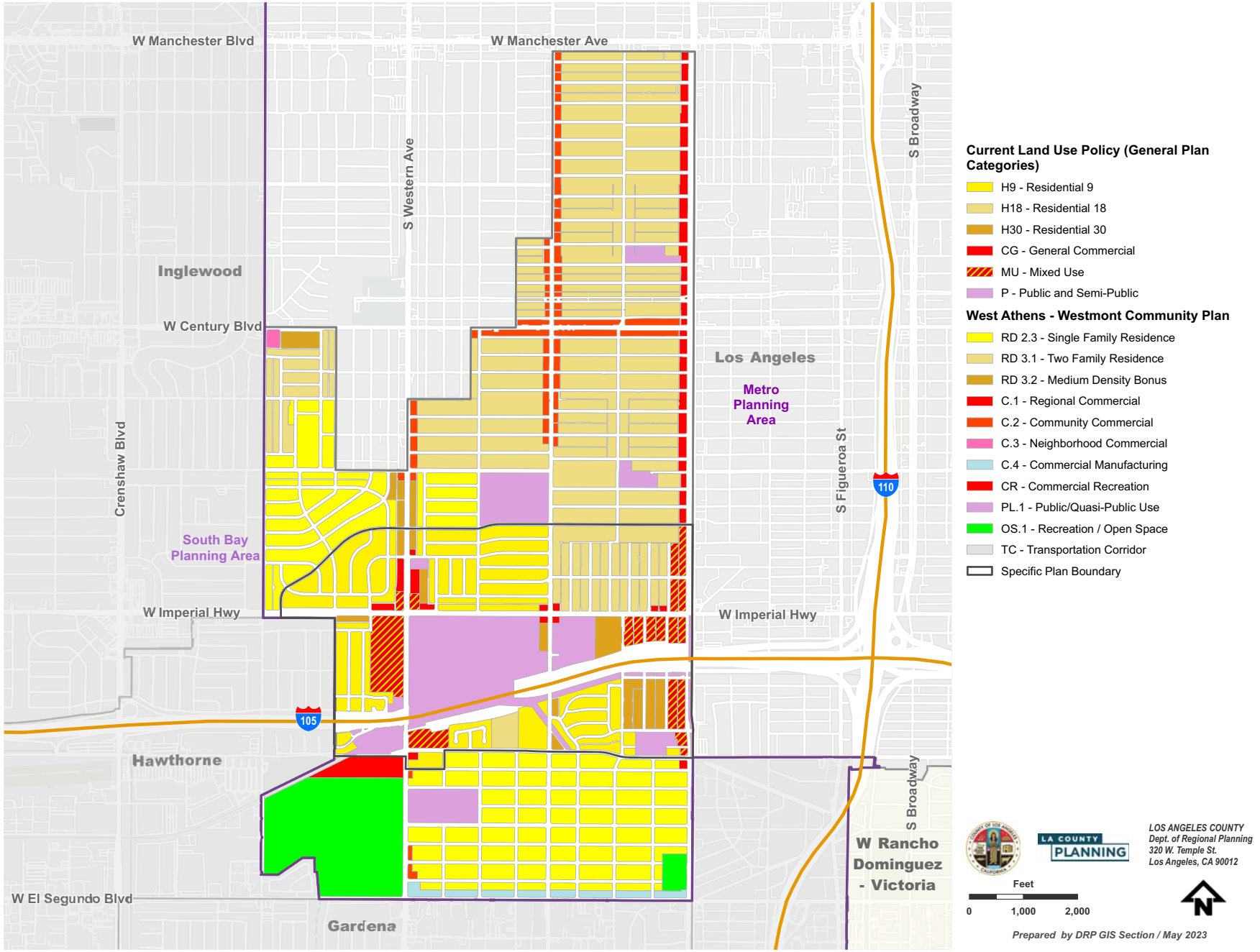

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3E

Existing General Plan Land Use, West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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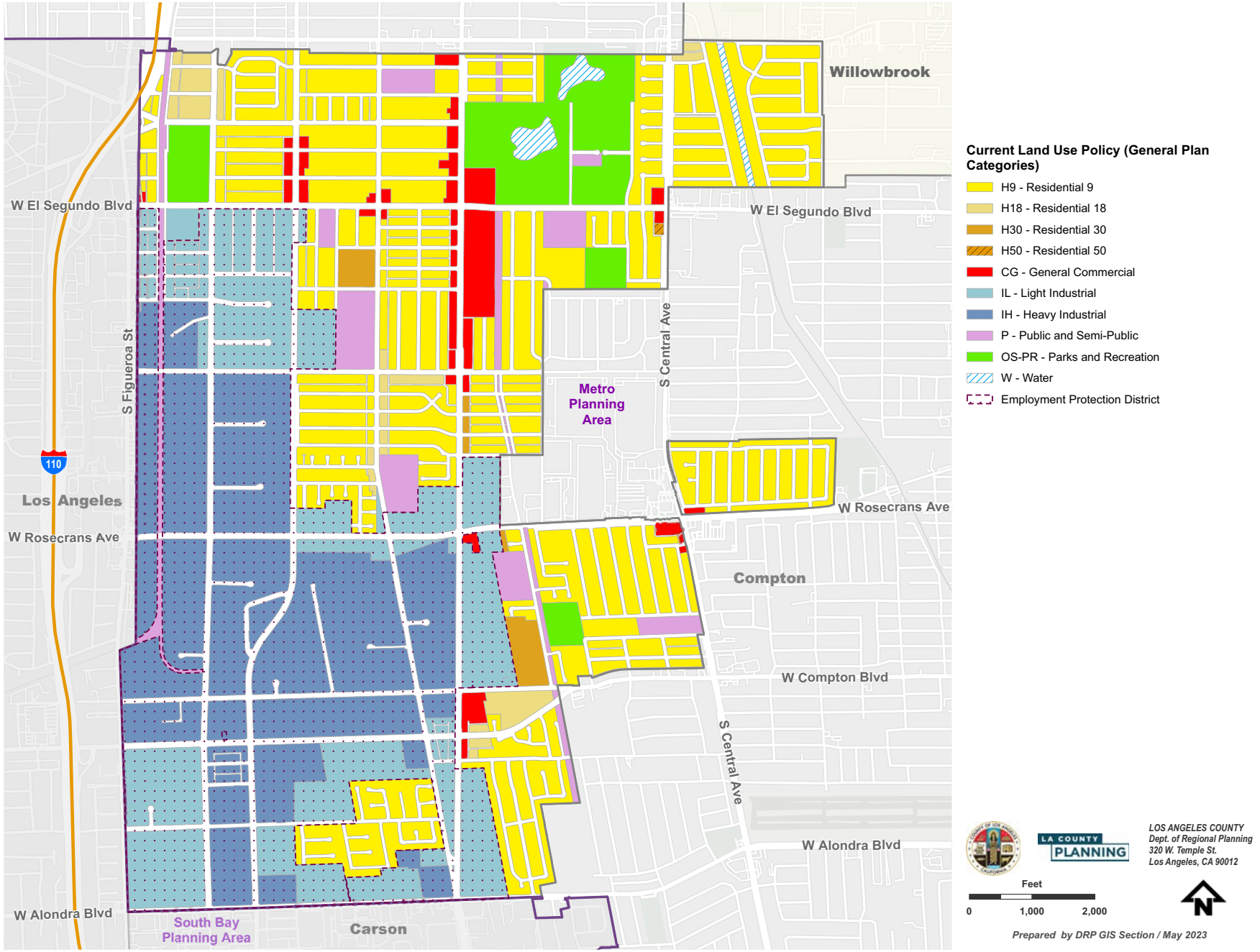

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3F

Existing General Plan Land Use, West Rancho Dominguez-Victoria

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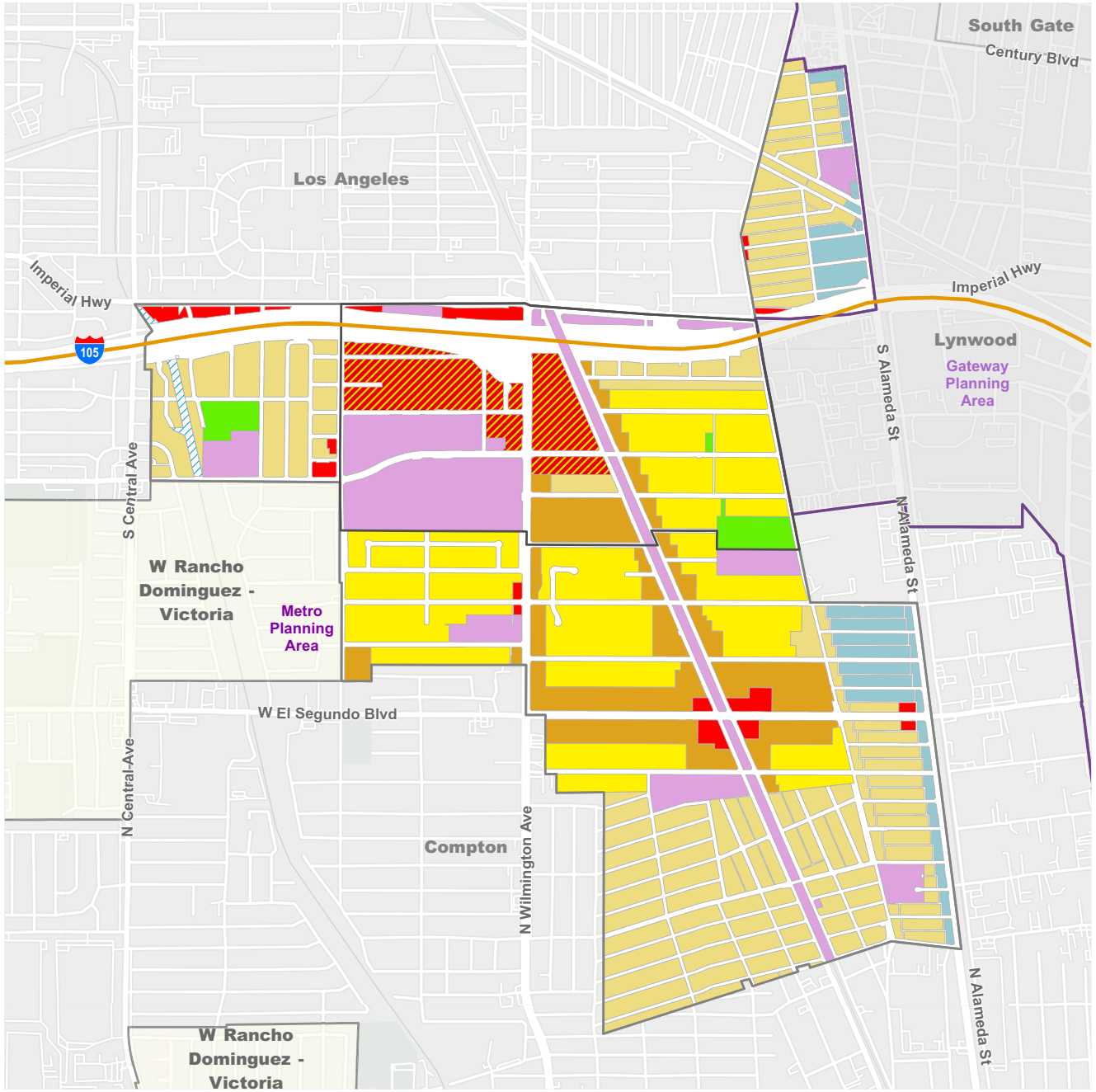

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-3G

Existing General Plan Land Use, Willowbrook

Los Angeles County Metro Area Plan EIR

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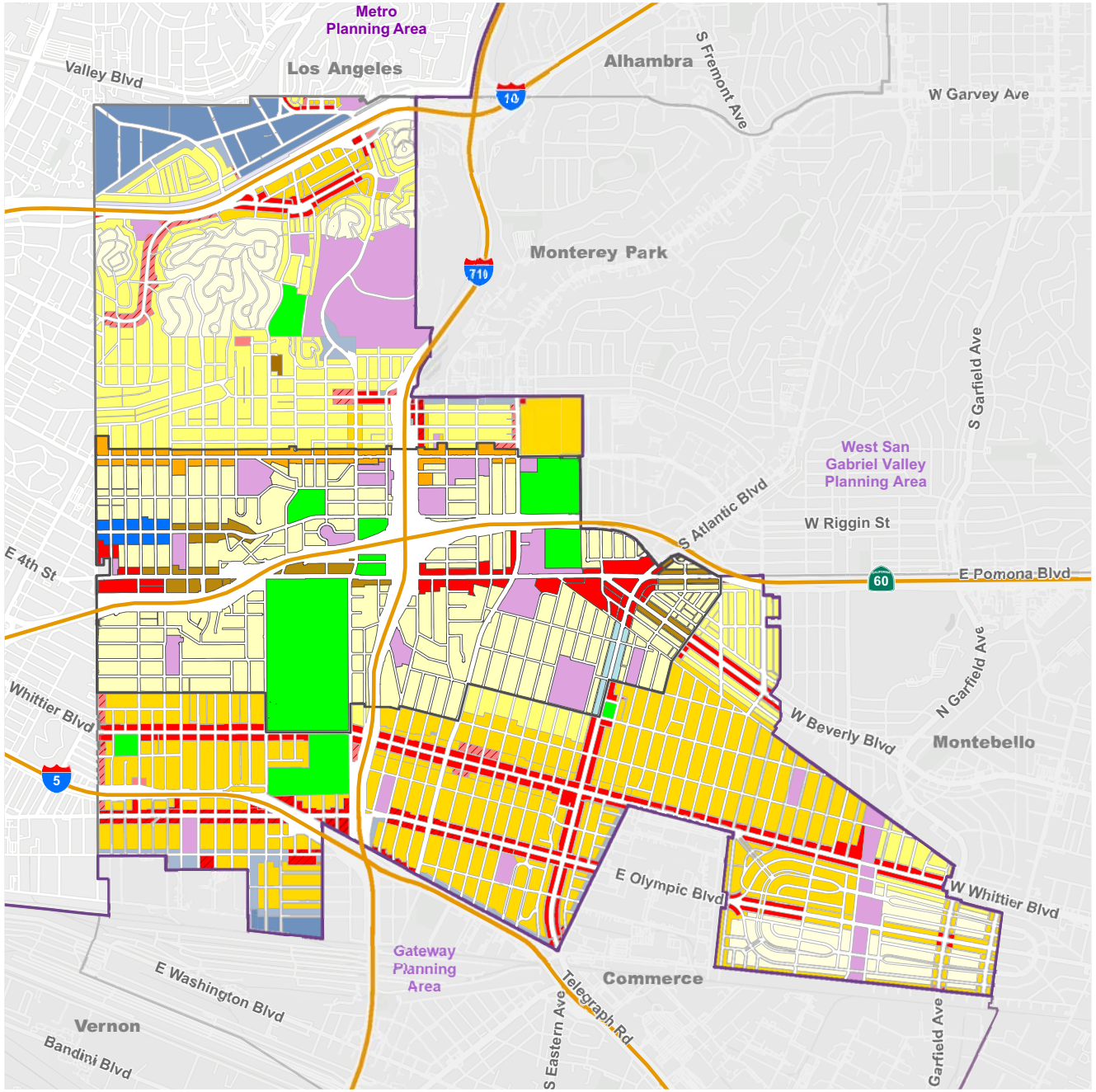

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4A

Existing Zoning, East Los Angeles

Los Angeles County Metro Area Plan EIR

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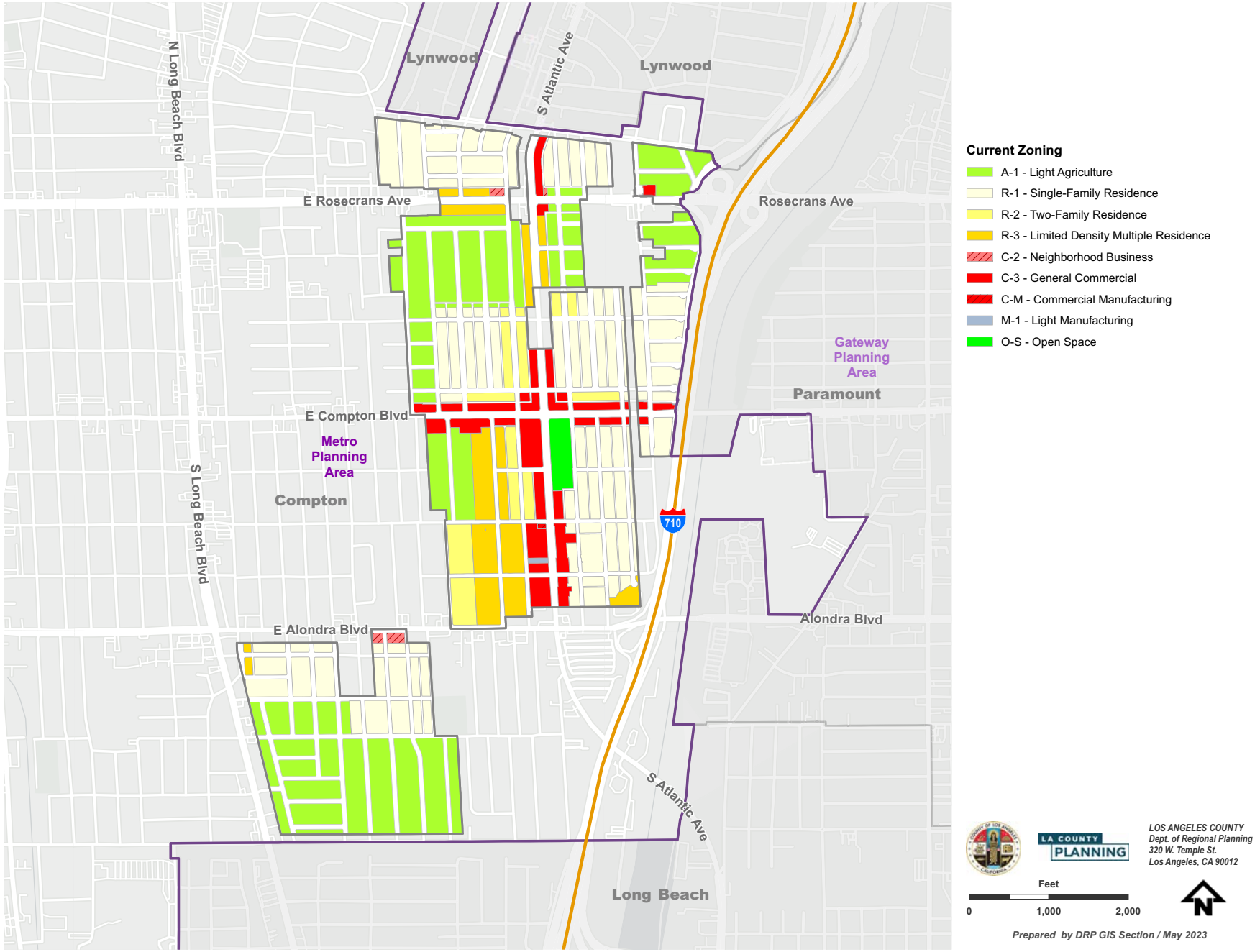

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4B

Existing Zoning, East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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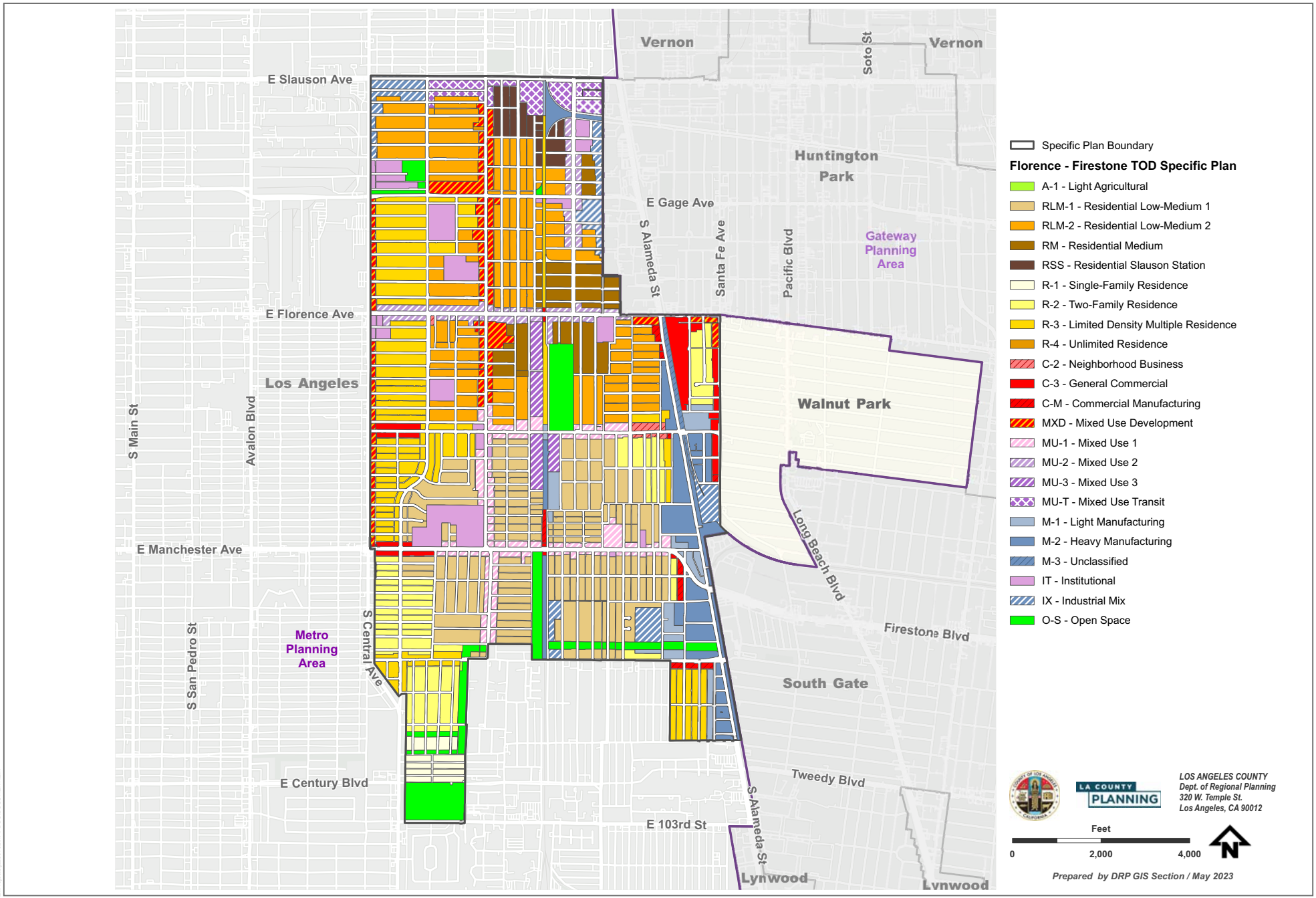

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4C

Existing Zoning, Florence Firestone

Los Angeles County Metro Area Plan EIR

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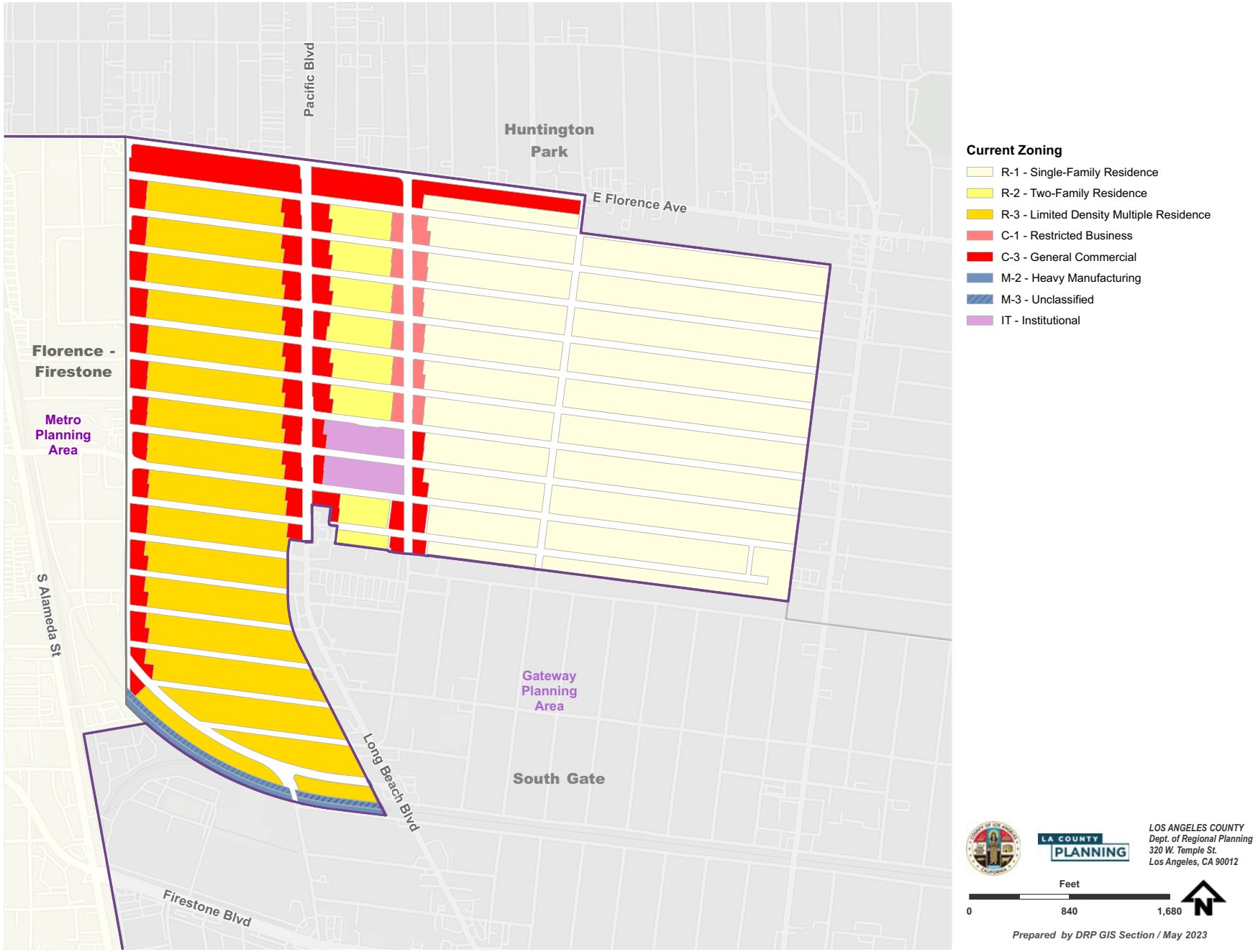

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4D

Existing Zoning, Walnut Park

Los Angeles County Metro Area Plan EIR

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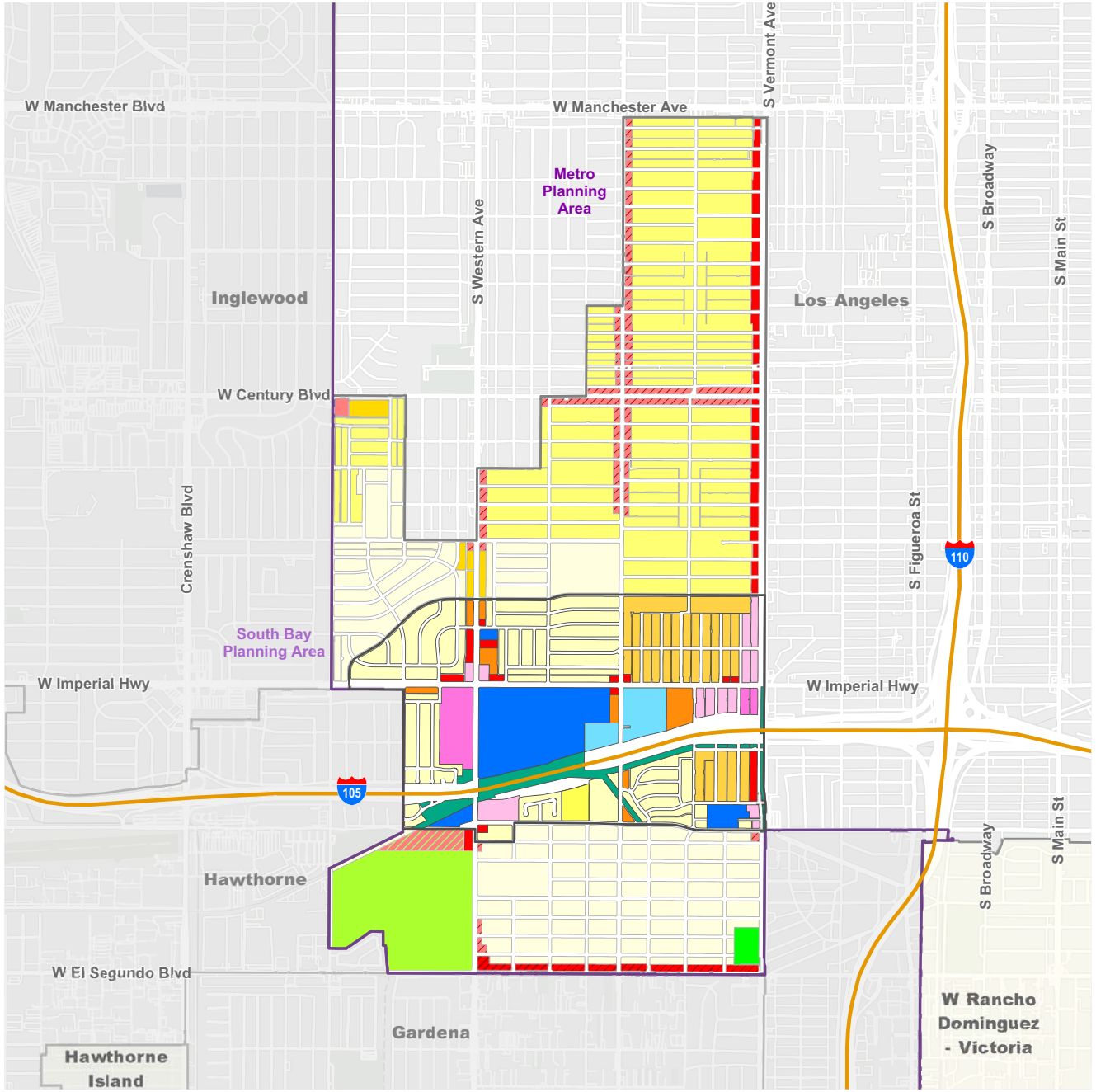

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4E

Existing Zoning, West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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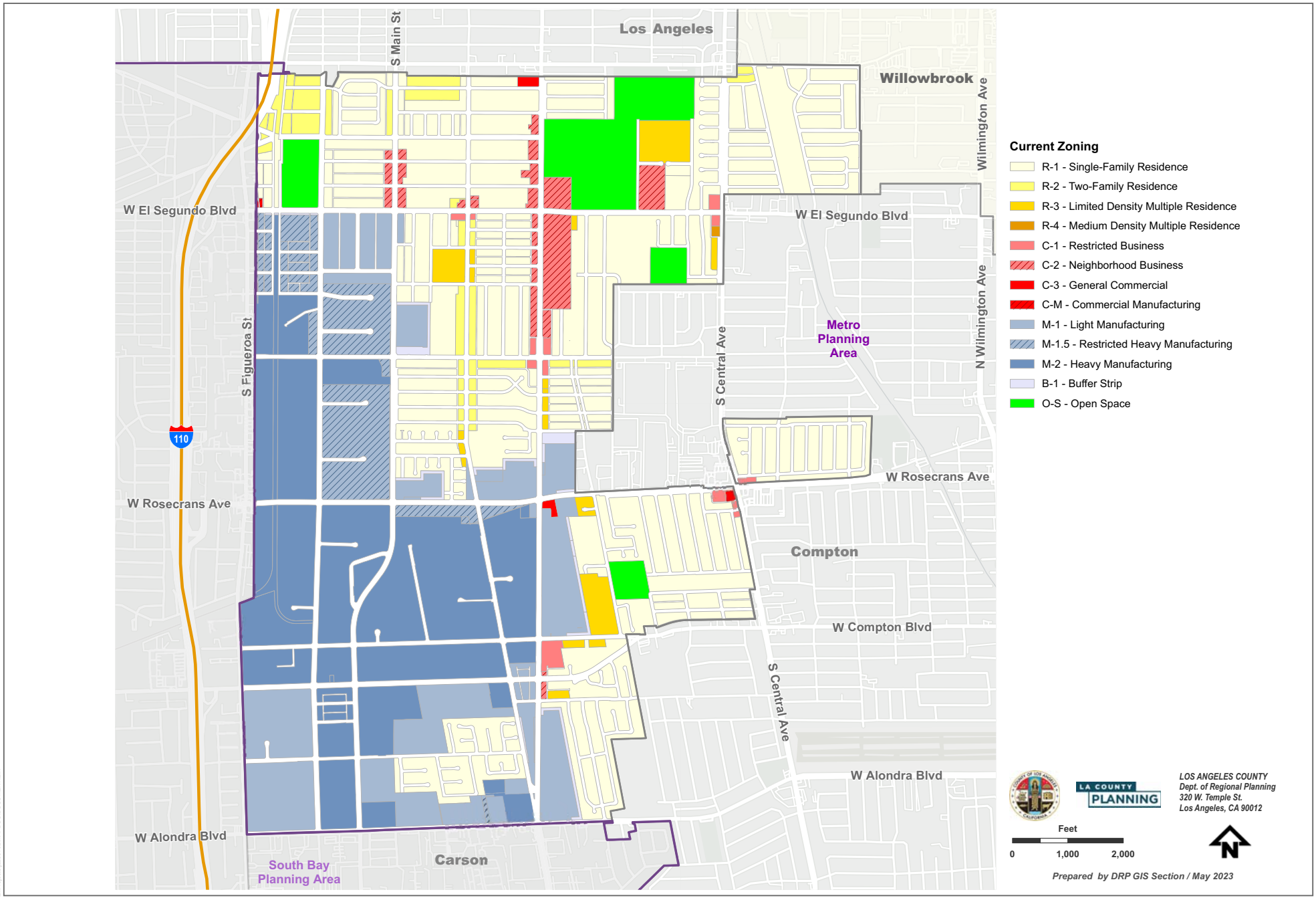

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4F

Existing Zoning, West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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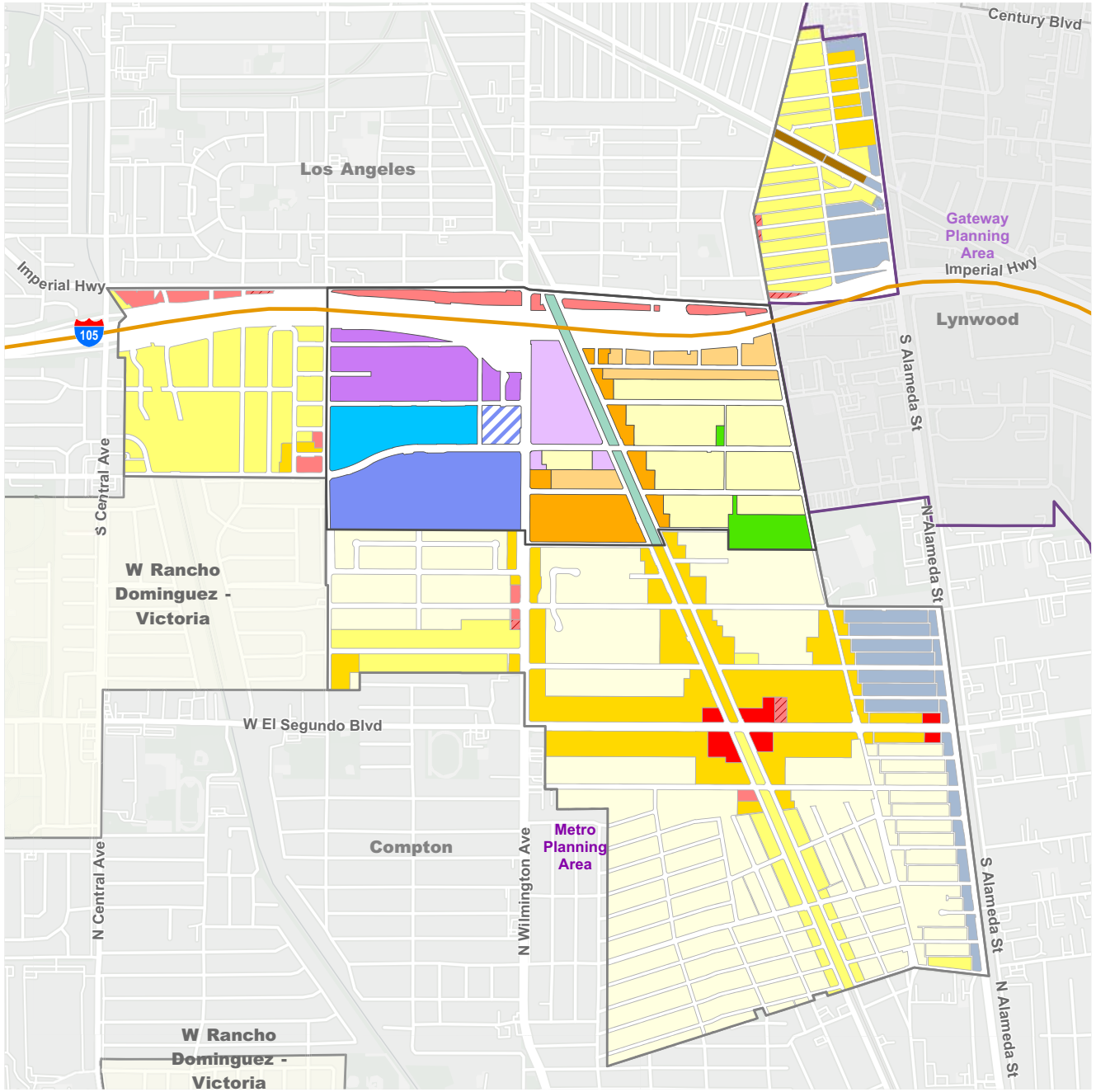

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4G

Existing Zoning, Willowbrook

Los Angeles County Metro Area Plan EIR

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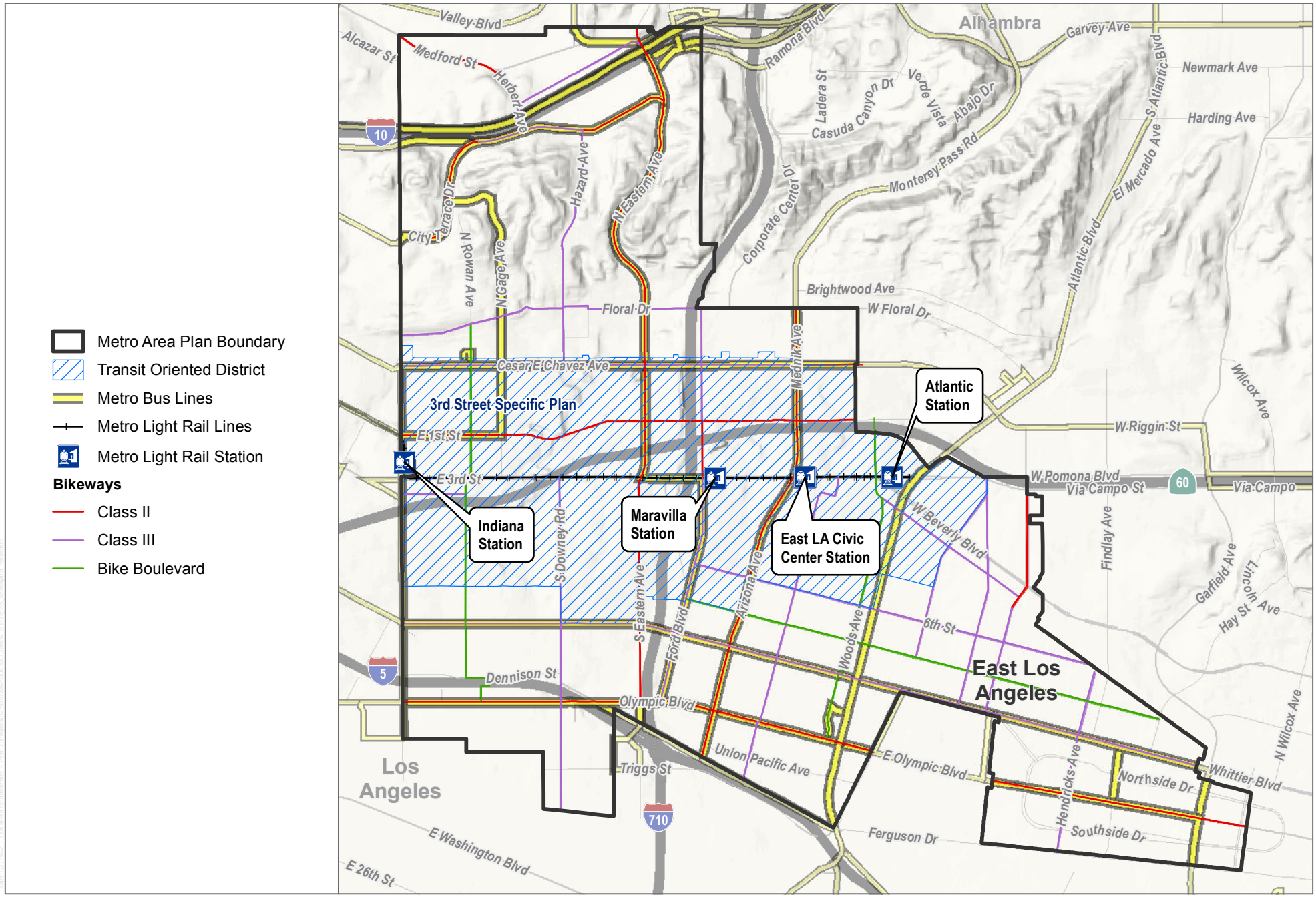

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

DUDEK

0 1,500 3,000 Feet

FIGURE 2-5a
Mobility and Transit
East Los Angeles
Los Angeles County Metro Area Plan PEIR

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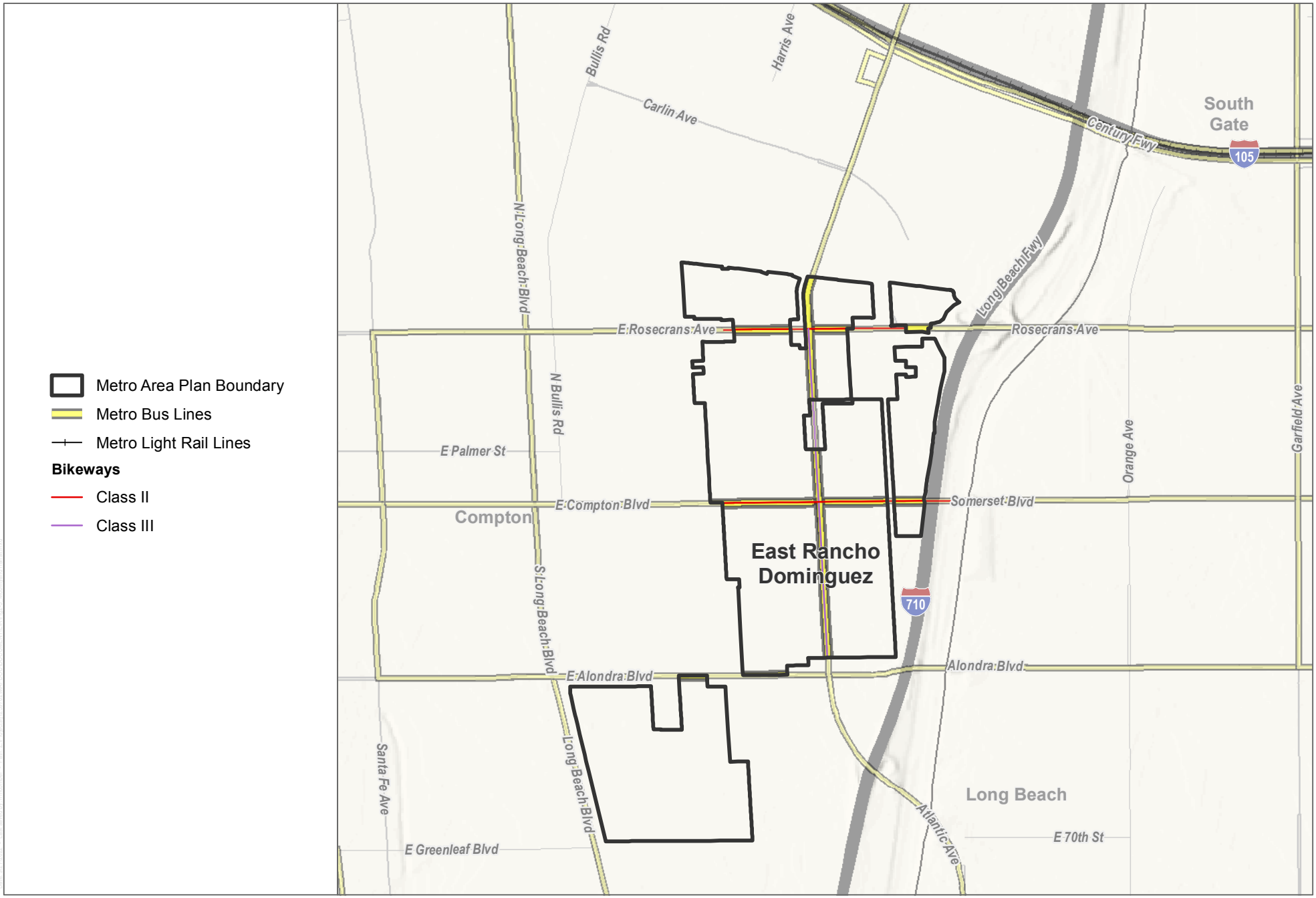

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

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FIGURE 2-5b
Mobility and Transit
East Rancho Dominguez
Los Angeles County Metro Area Plan PEIR

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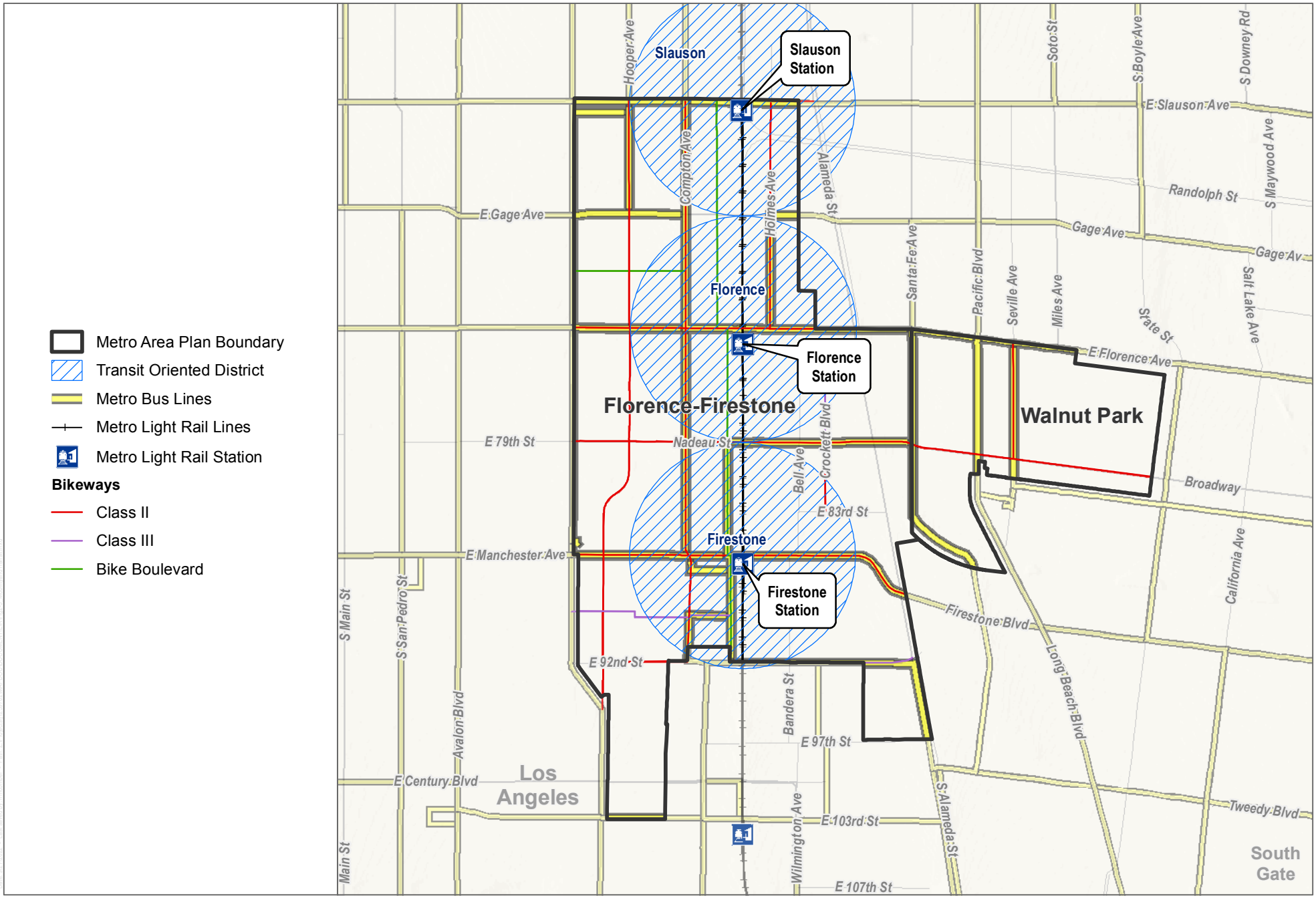

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

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FIGURE 2-5c
Mobility and Transit
Florence-Firestone and Walnut Park
Los Angeles County Metro Area Plan PEIR

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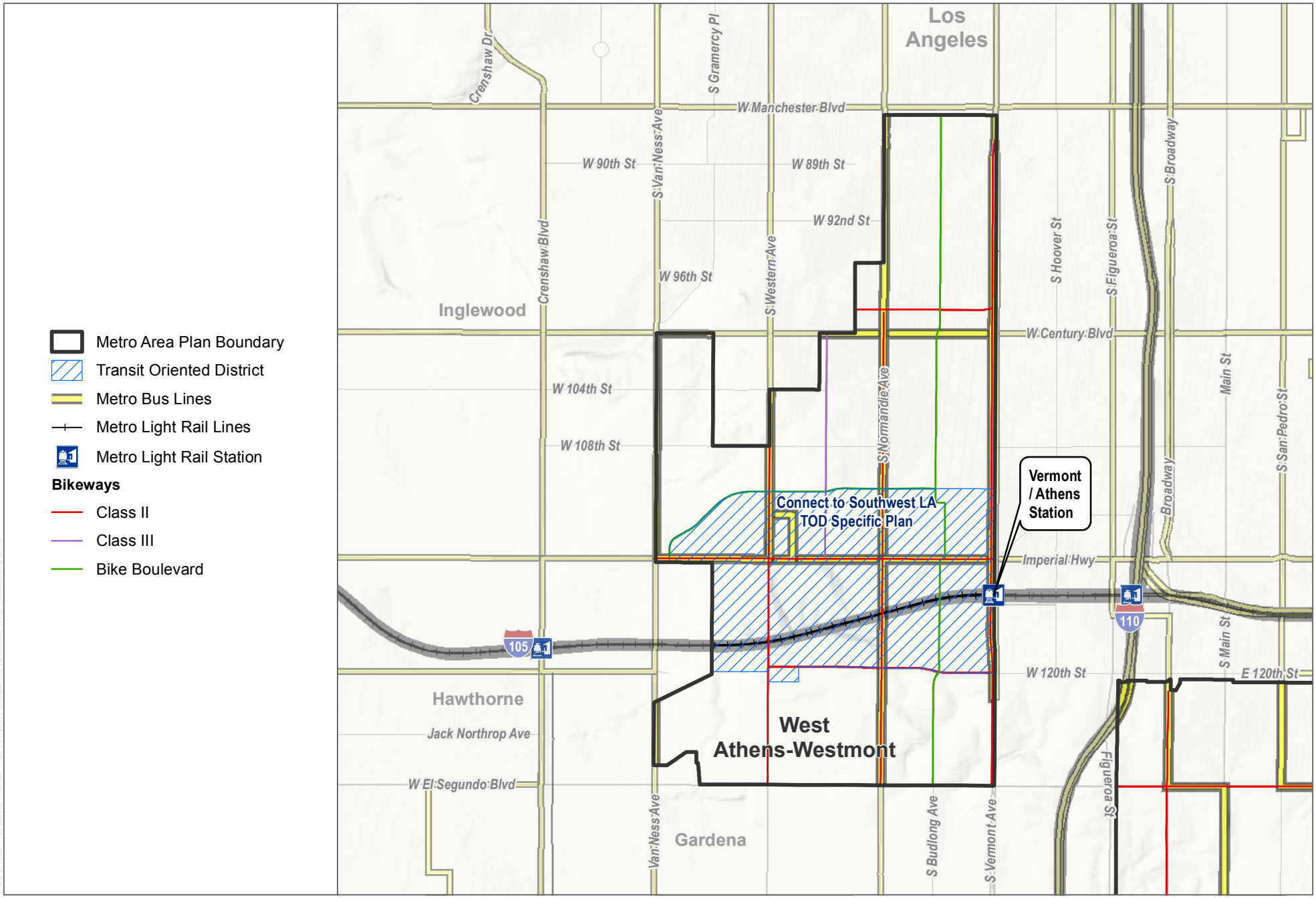

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

DUDEK

FIGURE 2-5d
Mobility and Transit
West Athens-Westmont
Los Angeles County Metro Area Plan PEIR

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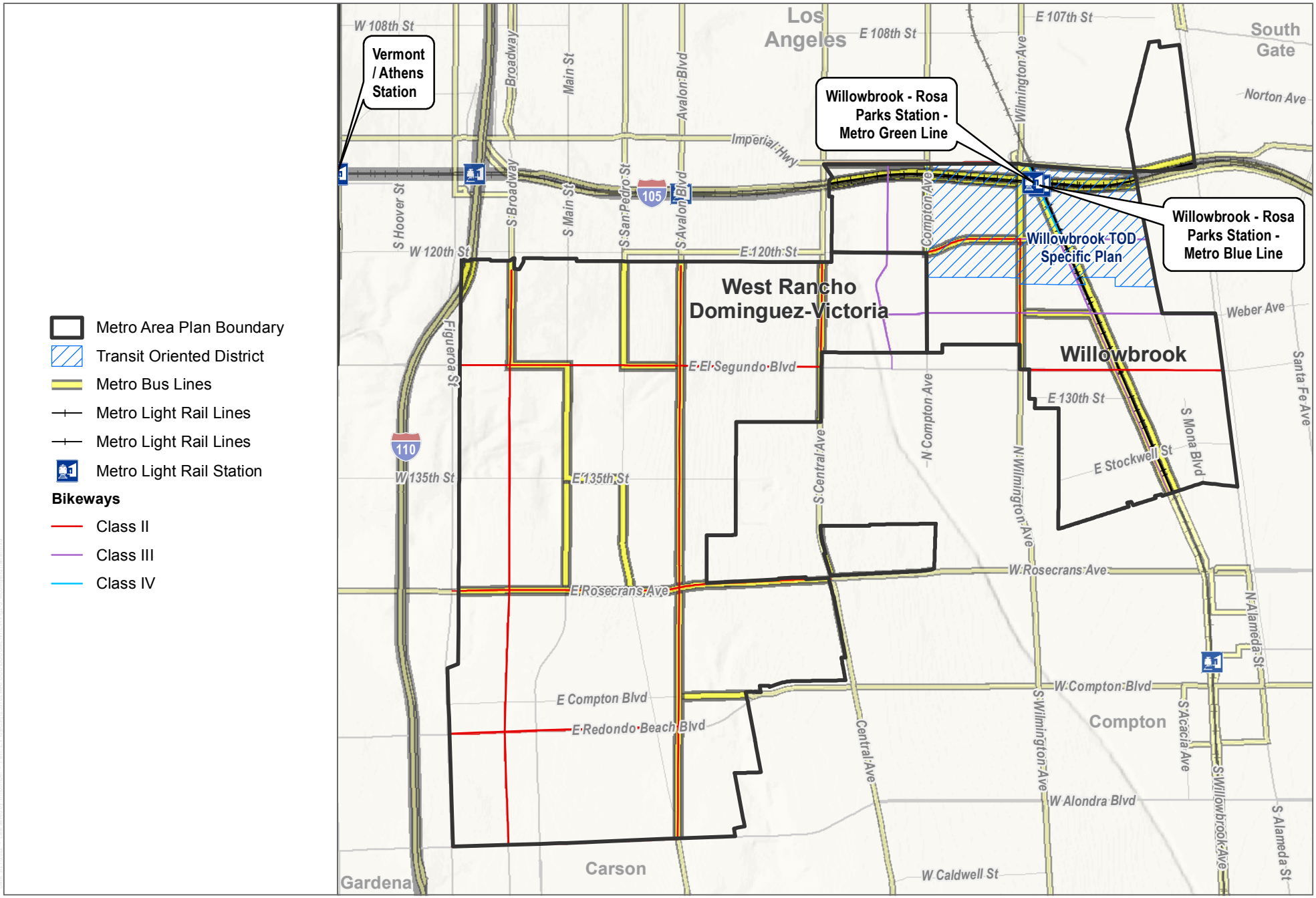

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

DUDEK

0 1,500 3,000 Feet

FIGURE 2-5e
Mobility and Transit
West Rancho Dominguez-Victoria and Willowbrook
Los Angeles County Metro Area Plan PEIR

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3 Project Description

This chapter of the Recirculated Draft Program Environmental Impact Report (Recirculated Draft PEIR) provides a description of the proposed Los Angeles County Metro Area Plan (Metro Area Plan or Project). The purpose of this chapter is to provide sufficient information about the Project to allow meaningful evaluation and review by the public, reviewing agencies, and decision-makers in accordance with the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

3.1 Project Location

The Metro Planning Area is one of the 11 Planning Areas of the County of Los Angeles (County). The Project is only applicable to the seven unincorporated communities located within the Metro Planning Area, which include: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. These unincorporated communities are collectively referred to as the "Project area" throughout this Recirculated Draft PEIR.

3.1.1 Metro Planning Area

With a total land area of approximately 21.34 square miles, the seven Project area communities have a population of approximately 303,045, which represents the 2020 Decennial Census data (U.S. Census 2022a).[1] In Chapter 2, Environmental Setting, Figure 2-1, Los Angeles County Planning Areas,[2] shows the location of the Los Angeles County Planning Areas, while Figure 2-2, Project Location, shows the boundaries of seven unincorporated communities that comprise the Project area. The seven Project area communities each have distinct identities and geographic boundaries; however, these communities are linked geographically by their proximity to one another and to Downtown Los Angeles. These communities also share socioeconomic commonalities and broader political, planning, and demographic forces that contributed to shaping the nature and type of development, as well as the demographic and cultural makeup, of the greater Los Angeles region. The Project area communities are discussed briefly, below. For a more detailed discussion of existing conditions within each of the communities, please refer to Chapter 2, Environmental Setting, of this Recirculated Draft PEIR.

3.1.2 Unincorporated Communities-Project Area

3.1.2.1 East Los Angeles

Located east of the City of Los Angeles' Boyle Heights neighborhood, and adjacent to the cities of Monterey Park, Montebello, and Commerce, East Los Angeles is an older, urban community encompassing approximately 7.44

[1] Project area population reflects 2020 Decennial Census data, as provided by the U.S. Census Bureau (U.S. Census 2022a). While projections were available for 2021 and 2022 population at the time of NOP publication, these projections are based on formulas which extrapolate from 2020 Decennial Census data. As the 2020 U.S Census Bureau population data represents "real" population numbers captured by the 2020 Decennial Census, this Draft PEIR uses 2020 data as the most reliable and accurate available data for population estimates.

[2] Figure 2-1, Los Angeles County Planning Areas, illustrates the 10 mainland County Planning Areas. The Coastal Islands Planning Area—which consists of San Clement Island and Santa Catalina Island, located off the County's coast to the southwest—is not depicted on Figure 2-1.

square miles or 35% of the Project area (Pro Forma Advisors 2021). The community is bounded by Interstate (I)-10 to the north, Indiana Street to the east, and I-5 and Olympic Boulevard to the south. With a population of 118,786 residents, East Los Angeles is the most populous of the seven unincorporated Project area communities (U.S. Census 2022a). Multiple highways are located within East Los Angeles, including I-10, I-710, I-5, and State Route (SR)-60, while major north/south community thoroughfares include Eastern Avenue and Atlantic Boulevard. Major east/west thoroughfares include Caesar Chavez Avenue, Third Street, Whittier, and Olympic Boulevards. The community also has four light rail stations–Atlantic, Civic Center, Maravilla, and Indiana Stations–along the Los Angeles Metro L Line (formerly Gold Line) that connects Azusa to Downtown Los Angeles.

3.1.2.2 East Rancho Dominguez

Located in the southeast corner of the Metro Area, the community of East Rancho Dominguez lies west of the I-710 freeway and adjacent to the cities of Compton and Paramount. East Rancho Dominguez covers approximately 0.83 square miles, or approximately 4% of the Project area, and is home to 15,114 residents. Regional access to East Rancho Dominguez is provided via I-710. According to the Los Angeles County 2035 General Plan (General Plan), the community has opportunities for future planning efforts to improve its economic health, particularly within the Corridor and Neighborhood Center "opportunity areas" located along East Compton Boulevard and South Atlantic Avenue (see Table 2-1, in Chapter 2 of this Recirculated Draft PEIR for further details regarding opportunity areas).

3.1.2.3 Florence-Firestone

Located west of the cities of Huntington Park and South Gate and adjacent to the Project area community of Walnut Park, Florence-Firestone is approximately 3.49 square miles in size—approximately 16% of the Project area—and is currently home to 61,983 residents (Pro Forma Advisors 2021; U.S. Census 2022a). The general boundaries of the community are Slauson Avenue to the north, Alameda Street to the east, East 92nd Street to the south and Central Avenue to the west. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. Florence-Firestone is accessible from I-110 and is serviced by three light rail stations (Florence, Firestone, Slauson Stations) along the Los Angeles Metro A Line (formerly Blue Line) that connects Long Beach to Downtown Los Angeles (Metro 2021).

3.1.2.4 Walnut Park

Walnut Park, a small, residential neighborhood adjacent to the community of Florence-Firestone and the city of Huntington Park, has one of the highest residential densities in the nation with approximately 15,214 residents within a 0.75-mile land area (U.S. Census 2022a; Pro Forma Advisors 2021). Regional access to Walnut Park is provided via I-10 and I-110. Representing approximately 4% of the Project area, the community is bounded by Florence Avenue to the north, State Street to the east, Santa Ana Street to the south, and Santa Fe Avenue to the west.

3.1.2.5 West Athens-Westmont

West Athens-Westmont is a densely populated community in the Metro Plan Area with a population of 43,306 (U.S. Census 2022a). Described in the General Plan as the geographic center of the County, West Athens-Westmont is bordered by the city of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the city of Gardena to the south. On a local level, the community is bounded by Manchester Avenue to the north, Van Ness Avenue to the west, El Segundo Boulevard to the south, and Vermont Avenue to the east, and represents approximately 15%, or 3.18 square miles, of the Project area (Pro Forma Advisors 2021). Regional access to West

Athens-Westmont is provided via I-105 and I-110. Major east/west thoroughfares include Century Boulevard, Imperial Highway, and El Segundo Boulevard. Major north/south thoroughfares include Western Avenue, Normandie Avenue, and Vermont Avenue (Pro Forma Advisors 2021). The West-Athens Westmont community is also served by the Metro C Line (formerly Green Line) and the Vermont/Athens Station (Metro 2021).

3.1.2.6 West Rancho Dominguez-Victoria

West Rancho Dominguez-Victoria is a community of 24,347 residents located in the southeast of the Project area, adjacent to the cities of Compton and Gardena (U.S. Census 2022a). The community is regionally accessible via I-105 and I-110 and is bounded by 120th Street to the north, Figueroa Street to the west, and Alondra Boulevard to the south. With a land area of approximately 3.98 square miles, West Ranch Dominguez-Victoria is the second largest (geographically) of the unincorporated communities, representing approximately 19% of the Project area (Pro Forma Advisors 2021).

3.1.2.7 Willowbrook

Located in-between the cities of Los Angeles and Compton, the community of Willowbrook is approximately 1.68 square miles in size, or approximately 8% of the Project area, and supports a population of 24,295 residents (Pro Forma Advisors 2021; U.S. Census 2022a). The community is bounded by Imperial Highway to the north and Alameda Street to the east. Regional access to Willowbrook is provided via I-105, I-710, and I-110, while major north/south thoroughfares include Willowbrook Avenue, Wilmington Avenue, and Compton Avenue. Major east/west thoroughfares include 120th Street and El Segundo Boulevard. The community is also served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station (Metro 2021).

3.2 Project Objectives

CEQA Guidelines Section 15124(b) requires an environmental impact report (EIR) to include a statement of objectives sought by the Project, including the underlying purpose of the Project. The Project's statement of objectives is defined below:

> The Metro Area Plan aims to build off the character and existing assets of each of the seven unincorporated communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. A primary goal of the proposed Project is to consolidate regulations that currently exist across multiple sections of the Zoning Code and to simplify and streamline land use and zoning regulations in the Project area. The Project would implement zoning recommendations from the recently approved General Plan Housing Element 2021-2029 (Housing Element) and considers environmental justice and equity to set forth land uses and policies that address topics such as: the need for affordable housing; strategies to reduce vehicle miles traveled and improve air quality; economic development; reductions to industrial-related environmental hazards; identification of culturally significant landmarks and community practices; and strategies to facilitate and support community-serving green spaces in urban areas. In conjunction with the General Plan, the Metro Area Plan would serve as the primary planning document for the Project area.

In addition to the above statement, the following Project Objectives have been established to assist the County in developing a reasonable range of alternatives to be evaluated in this Recirculated Draft PEIR.

1. Advance smart growth principles to create communities that are more sustainable where people of all ages can live, work, play, and run errands without the burden of car ownership.
2. Provide for a diversity of neighborhoods, residential densities, safe and sanitary housing types, healthy food options, recreation, public facilities, and shopping/commercial services to meet the needs of the communities.
3. Provide a safe, reliable, equitable, and sustainable transportation network to encourage walking, biking, transit, and other nonautomotive travel to enhance public health and safety. A decrease in vehicle miles traveled and corresponding reduction in greenhouse gas emissions would improve air quality.
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. Support design elements to improve land use compatibility between industrial and residential land uses that are in close proximity to each other.
5. Further opportunities to preserve and enhance existing cultural and historic resources that are important to the local community by documenting existing historic context and resources.
6. Incorporate the proposed land use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels.
7. Increase opportunities for local-serving and small commercial businesses to be located near their local customer base.

3.3 Project Description

A "project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700" (14 CCR 15378[a]). The Metro Area Plan is a project, as defined by the CEQA Guidelines and is subject to the requirements of environmental review accordingly.

3.3.1 Background

The County's General Plan provides goals and policies to achieve countywide planning objectives and serves as the foundation for all community-based plans, including the Metro Area Plan. The Planning Areas Framework Program of the General Plan requires completion of an "area plan" for each of the County's 11 Planning Areas. In accordance with the Planning Areas Framework Program (General Plan Implementation Program No. LU-1), the proposed Metro Area Plan is tailored toward the unique geographic, demographic, and social diversity of the Metro Planning Area, and was developed using the following guidelines:

1. Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
2. Explore the role of arts and culture and consider beautification efforts; analyze the transportation network and assess the transportation and community improvement needs.
3. Utilize the street design considerations outlined in the Mobility Element of the General Plan as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.

4. Review and consider the identified "opportunity areas", as applicable (see Table 2-1 in Chapter 2, Environmental Setting).
5. Develop a land use policy that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Plan.
6. Consider the concurrent development of areawide zoning tools.
7. Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

As provided in Part III, Chapter 16, General Plan Implementation Program, of the General Plan, if implemented as proposed, the Metro Area Plan would be the acting area plan for the County's Metro Planning Area (County of Los Angeles 2015). As such, this Recirculated Draft PEIR document has been prepared in accordance with the Planning Area Framework Program, which provides that an "environmental review document" shall be prepared that "…uses the General Plan Programmatic EIR as a starting point to assess the environmental impacts of the area plan" (County of Los Angeles 2015).

3.3.2 Project Overview

The Project would establish the Metro Area Plan, which, in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the unincorporated communities of the Metro Planning Area (i.e., the Project area). As a component of the General Plan, the Metro Area Plan would help achieve a shared vision for the Project area by providing a planning framework for the County, the development community, business owners, and residents that would shape the growth of the Project area through horizon year 2035. The Metro Area Plan would serve several important roles, including: (1) setting direction for County Administration, County Staff, and elected and appointed officials including County Planning Commissioners regarding the long-range land use needs of those who work, live, and play in the Project area; (2) informing community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and (3) communicating the agreed upon future form of the Project area communities to ensure accountability of decision-makers in achieving the goals of Metro Area Plan.

In addition to providing a framework for growth within the Project area, the Metro Area Plan also addresses land-use policy issues that are specific to the unique characteristics and needs of each Project area community. These communities are currently subject to numerous and often overlapping plans, policies, and regulations. The Project would consolidate similar regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations in the Project area, while also proposing (or retaining existing) community-specific goals, policies, and regulations that reflect the unique character and concerns of each community.

The County recognizes that the communities of the Project area share a complex legacy impacted by inconsistent land use planning and practices, zoning irregularities, and shifting populations. Through the Metro Area Plan, the County aims to move forward with an affirmatively inclusive approach to land use planning and equity in the collective spirit of recognition, awareness, and growth to address and reverse significant negative effects of the past. While no direct development is proposed as part of the Project, the implementation of Project land use changes, programs, and policies would accommodate future development (and redevelopment of previously developed areas), as summarized, below, and discussed in further detail in Appendix B-3, Buildout Methodology and summarized in Section 3.4 of this Recirculated Draft PEIR.

3.3.3 Project-Related Growth

Pursuant to CEQA Guidelines Section 15064(d), this Recirculated Draft PEIR determines whether there are direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Project. Specifically, this Recirculated Draft PEIR focuses on impacts from changes to land use associated with buildout of the Project and impacts from the resultant population and employment growth in the Project area. The buildout year for the Metro Area Plan is 2035, which is the same buildout year as the County's General Plan.

Future development and redevelopment in the Project area is expected to occur as a result of implementation of the Project's proposed land use and zoning changes, including future land use and zoning changes that would occur as a result of implementation of the proposed Industrial Land Use Strategy Program (Industrial Program) (discussed in further detail in Section 3.3.4.3, Project Components). The Project would implement the land use and zoning changes set forth in the recently adopted Housing Element; allow for neighborhood-serving Accessory Commercial Units (ACUs) on corner lots within residentially-zoned areas;[3] and develop/facilitate implementation of the Industrial Program for the Project-area communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook. The Project, as a whole, is considered and analyzed programmatically in this Recirculated Draft PEIR; and the components of the Project summarized below were determined to result in quantifiable growth in population and employment, associated with the proposed Project. Methodologies used to calculate the anticipated housing, commercial (i.e., ACUs), industrial building area, population, and employment growth resulting from implementation of the Project are summarized in Section 3.4 and discussed in detail in Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR.

1. The Project would implement the land use and zoning changes set forth in the recently adopted Housing Element, which required upzoning[4] to accommodate an additional 30,884 dwelling units beyond the existing residential development capacity of the Metro Planning Area. These additional dwelling units are required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation. The Metro Area Plan includes land use changes that would facilitate development of approximately 30,968 additional dwelling units within the Project area.[5] The 30,968 units include 9,523 dwelling units within the Florence-Firestone Transit Oriented District (FFTOD) Specific Plan area, as well as 21,445 units in other Project area communities. The FFTOD Specific Plan EIR was approved by the County Board of Supervisors on February 7, 2023 and that EIR analyzed the RHNA allocation of housing units within the Florence-Firestone community. Nevertheless, the Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone. The 30,968 additional dwelling units would result in approximately 108,390 additional Project area residents. The proposed rezoning is illustrated in Figures 3-1a through 3-1g, Proposed Zoning,

[3] Accessor Commercial Units (or ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets (*tienditas*), cafes, or in-home businesses, within residential-only zones. Although not always formally recognized by the County, ACUs are already part of the cultural fabric in many Project area communities. Accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods.

[4] Upzoning is a commonly used term in urban planning that describes an alteration to a zone to increase the allowable capacity for development.

[5] In addition to the parcels identified in the Housing Element that are required to meet the County's RHNA obligation, the County has proposed to rezone and redesignate three additional parcels to accommodate housing. These parcels are Assessor Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria. These sites are reflected in the dwelling unit and population estimates provided in Table 3-5, Population and Housing Buildout for the Project Area.

while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.[6]

2. The Project would amend Title 22 (Planning and Zoning) of the Los Angeles County Code (County Code) to allow for the development of ACUs on corner lots in residentially-zoned areas as an accessory use to a primary residence within the Project area. The intent is to encourage local-serving retail and essential services and promote walkable access to these essential services and healthy foods. Based on collected data, research, and the set of CEQA assumptions used for this analysis, it is projected that approximately 106 parcels (approximately 3.8% of all residentially-zoned corner lots) in the Project area may develop ACUs, which would generate approximately 176 new jobs. Please refer to Section 2, Environmental Setting of this Recirculated Draft PEIR for Figures 2-4a through 2-4g, Existing Zoning, for a distribution of the residential zones (e.g., Single-Family Residence [R-1], Two-Family Residence [R-2], Limited Density Multiple Residence [R-3]) within the Project area where ACUs would be permitted on corner lots, if deemed compliant with regulations.
3. The Project includes implementation of the Industrial Program to address long-term impacts of residential-industrial adjacency in the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook and encourage responsible development/redevelopment of existing industrial parcels. The Industrial Program would adopt two industrial zones (Artisan Production and Custom Manufacturing [M-0.5] and Life Science Park [LSP]) and map the two new zones in appropriate locations (referred to herein as "candidate parcels") that are currently zoned for industrial use. The candidate parcels are identified in Figures 3-3a through 3-3d, Proposed Industrial Land Use Strategy Program.[7] As part of the Industrial Program, the County would conduct additional research and outreach to property owners of candidate parcels and other members of the public. Future actions would include, but are not limited to, gathering relevant land use and economic data, meetings with local stakeholders, and additional analysis, if necessary, relative to the Industrial Program components. The future rezoning/redesignation of candidate parcels identified in this Recirculated Draft PEIR would occur within five years of Project approval. Under the two future zones, candidate parcels would accommodate potential development of approximately 1,124,731 square feet of cleaner industrial uses, such as artisan manufacturing and life sciences facilities, which would generate approximately 3,515 new jobs within the Project area.[8]

In addition to the Industrial Program, the Project also proposes nine other implementation programs, as well as with goals and policies related to land use, environmental justice, mobility, economic development, safety and climate resiliency, and historic preservation that would help achieve the stated objectives of the Project. These programs, goals, and policies would not result in direct environmental effects, but would instead encourage future projects to incorporate these beneficial components and/or encourage policy makers to consider future

6 Recently implemented land use and zone changes for RHNA parcels in Florence-Firestone are included on Figure 2-3c, Existing General Plan Land Use, Florence-Firestone and Figure 2-4c, Existing Zoning, Florence-Firestone.

7 These new zones would only be applied to candidate parcels identified within the Project area. Any future rezoning and application of these two new base zones to other areas within the Project area or countywide would require a separate CEQA process and analysis.

8 For further details regarding the Industrial Program components, including conceptual land use regulations, development standards, and permitting requirements for the M-0.5 and LSP zones, please refer to Appendix G, Industrial land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan (County of Los Angeles 2023b). Appendix G is available for review on the County's website: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/

actions.[9] (Refer to Section 3.3.4.3, Project Components, for additional information on the Project's proposed implementation programs.)

3.3.4 Metro Area Plan

3.3.4.1 Plan Outline

The Metro Area Plan builds off the character and existing assets of each of the Project area communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The Metro Area Plan draws insight from multiple sources including a review of past planning studies, field surveys, interviews with planners, residents, business owners, and industry professionals—including industrial manufacturers and food truck owners—and a robust community engagement effort.

The Metro Area Plan is organized into the following five chapters:

Chapter 1, Introduction, provides a summary overview of the Metro Area Plan, including its relationship to the General Plan, how the Plan is organized, overview of community engagement, and how it was developed.

Chapter 2, Historic Roots to Realtime: A Brief History of the Metro Planning Area, provides a summary of the area's long, rich history and describes the community's current physical condition and community profiles.

Chapter 3, Area-Wide Goals and Policies, outlines the shared goals and policies across all seven community areas. This chapter is organized into six sections, each of which provides existing setting and background, identifies opportunities and challenges, and proposes goals and policies for achieving a shared vision of regional-level growth for the Project area:

3.1 Land Use. This section describes the Project area's predominantly residential land use setting and planning background and identifies potential opportunities and challenges. Topics addressed include Transit Oriented Districts (TODs); convenient access to local retail, everyday services, and healthy food; public art, music, and cultural celebrations; and planning engagement. The land use section also proposes goals and polices that are intended to support a balanced mix of land uses, develop and maintain high-quality housing, increase opportunities for home ownership, provide a range of housing options to meet the needs of all residents, across a range of incomes, increase opportunities for easy access to local, walkable, everyday commercial retail and services, and preserve and transform the industrial land use sector through reinvestment in industrial areas, introducing and encouraging cleaner technologies and manufacturing uses, and businesses providing diverse job opportunities and operating as good neighbors.

3.2 Health, Wellness, and Environmental Justice. This section describes environmental justice issues, including environmental quality, accessibility, and community voice. The proposed goals and policies included in this section are intended to support and facilitate the creation of a Project area environment that prioritizes public health, safety, and the well-being of community members, and where community members are informed, have a voice in setting policies, and are heard.

9 Any future actions identified in proposed implementation programs (with the exception of the Industrial Land Use Strategy Program) would be subject to future CEQA review, as necessary. Regarding the Industrial Land Use Strategy Program, additional CEQA analysis would occur if the conceptual development regulations or location of candidate parcels identified in the Recirculated Draft PEIR were to substantially change as a result of the County's research and outreach efforts.

3.3 Mobility. This section proposes goals and policies to support and facilitate a shared mobility and transit vision that prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network supportive of walking, biking, and transit within the Project area. The proposed goals and policies address opportunities and challenges related to transit (including rail and bus connectivity, amenities, and safety concerns), active transportation (such as walking and biking), the facilitation of "complete streets"[10].

3.4 Economic Development. This section addresses opportunities and challenges related to economic revitalization and displacement, labor force development, and land use policy and mobility infrastructure though an economic growth and development lens. The goals and polices included in this section are intended to support and facilitate the retention and/or and expansion of the existing employment base; revitalization of the economy by attracting neighborhood- serving uses, new cleaner industries, and businesses; and creation of partnerships that support local educational opportunities and job and professional advancement.

3.5 Safety and Climate Resiliency. This section identifies opportunities and challenges related to community design for safety, and climate resiliency, particularly related to the Project areas' two primary climate hazards: extreme heat and flooding. The goals and polices included in the section are intended to support and facilitate a Project area that is safe, comfortable, and climate resilient for all residents for years to come.

3.6 Historic Preservation. This section describes the character of the built environment and historic context of the Project area. The proposed goals and policies contained in this section is intended to further opportunities to preserve and enhance existing cultural and historic resources that are important to the local communities within the Metro Planning Area.

Chapter 4, Community-Specific Goals and Policies, sets forth goals and policies unique to each of the seven communities in the Project area. For each community, this chapter summarizes the existing setting and background related to land-use, mobility, and the local economy, and proposes goals and polices to address community-specific opportunities and challenges. This chapter is intended to be reviewed in conjunction with Chapter 3, Area-Wide Goals and Policies, which also includes community-specific goals.

Chapter 5, Implementation, includes a list of key programs and actions that implement the goals and policies presented in Chapters 3 and 4 of the Metro Area Plan. This Chapter describes which County departments and agencies are responsible for the implementation programs and sets a timeframe for completion of those programs. These implementation programs also inform the budget process and would be used to set funding priorities. These programs and tasks are addressed in further detail under Section 3.3.4.3, below.

3.3.4.2 Policy Priorities

In support of Project objectives, the Metro Area Plan outlines various goals and policy priorities, which are in turn supported by proposed policies, programs, and strategic changes to the General Plan and/or County Code (discussed in further detail below under Section 3.3.4.3). These goals and policy priorities include: addressing

[10] The term "complete street" refers to a street or roadway 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.

housing stability, promoting complete neighborhoods,[11] attracting cleaner industries, and studying the feasibility of freeway cap parks.[12] The Metro Area Plan also outlines programs to study the feasibility of a Project-area specific community benefit programs, an updated permitting process for mobile food vending, increased protections for legacy businesses, streamlined processes for identifying and nominating historic resources, and programs in support of multi-modal infrastructure improvements.

3.3.4.3 Project Components

General Plan Amendment

Establishment of the Metro Area Plan

The Project includes a General Plan amendment to establish the Metro Area Plan, which is a long-range policy document that will guide regional growth and development in the Project area. The Metro Area Plan incorporates areawide goals and policies for the unincorporated communities of East Los Angles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez- Victoria, and Willowbrook. It also contains a community-specific chapter with additional goals and policies to address planning issues that are unique to a particular community and cannot be addressed through areawide goals, policies, and programs. Various programs have also been incorporated into the Metro Area Plan to implement its goals and policies that address topics such as land use, environmental justice, mobility, economic development, and safety and climate resiliency.

There are three existing community and/or neighborhood plans (i.e., the East Los Angeles Community Plan, the Walnut Park Neighborhood Plan, and the West Athens-Westmont Community Plan), that are applicable to the Project area. Because these plans were adopted decades ago, they contain certain goals and polices that no longer align with the regional land use and planning objectives outlined in the 2015 General Plan Update. Therefore, to address the land use and planning consistency issues within the Project area, the Project would rescind all three existing community and/or neighborhood plans and incorporate applicable components of these plans into the Metro Area Plan as area-wide or community-specific goals and policies. Within these planning areas, the Metro Area Plan, along with any applicable Transit-Oriented District Specific Plans, would replace the existing community/ neighborhood plans as the primary local planning documents for these communities. In addition, the entirety of the Florence-Firestone Community Plan (adopted in 2019) has been reorganized and incorporated into the Metro Area Plan, as reflected in the Project's areawide and community-specific goals and policies.[13]

Other Text Amendment to the General Plan

Guiding Principle #6 Promote Strengths, Community Voice, and Equity Outcomes. The Project would add Guiding Principle #6, Promote Strengths, Community Voice, and Equity Outcomes in the Executive Summary and Chapter 3, Guiding Principles of the General Plan. This principle would encourage all future planning programs and projects to promote inclusivity and equity within the County via the development and implementation of a strengths-based approach to local and regional planning that: (1) identifies and values existing community assets, culture, and

[11] The term "complete neighborhood" refers to a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, public open spaces and recreational facilities, affordable active transportation options and civic amenities.

[12] Freeway cap parks are parks built on large "decks" in the air space directly above below-grade freeway sections that can help reintegrate communities, conceal traffic, reduce air pollution, and provide green space (Houston and Zuñiga 2019).

[13] As discussed in Chapter 2 of this Recirculated PEIR, many of the policies and planning objectives identified in the Florence Firestone Community Plan would be implemented under the recently adopted Florence Firestone TOD Specific Plan.

knowledge; (2) is informed by community engagement and participation; and (3) seeks to embed cultural and racial equity and other equity considerations within the planning process.

General Plan Land Use Policy Map Changes

The General Plan Land Use Legend describes the land use designations with general intended uses and development intensities that guide development activities in the unincorporated areas. The Project proposes to redesignate sites throughout the Project area to replace out-of-date community/neighborhood plan land use policy maps and ensure that each parcel within the Project area is assigned a General Plan land use designation. The Project would also implement the General Plan land use redesignations identified in the Housing Element. The Project's proposed changes to the distribution of existing General Plan land use designations within the Project area are illustrated in Figures 3-2a through 3-2e.

Table 3-1, Proposed General Plan Land Use Map Changes: Community Plan Designations to Countywide General Plan Designations, identifies out-of-date, community-specific land use designations that would be rescinded and replaced with "like-for-like" existing General Plan land use designations, as established in the 2015 General Plan Update, in an effort to have a single set of land use designations applicable throughout the County's unincorporated areas.

Table 3-1. Proposed General Plan Land Use Map Changes: Community Plan Designations to Countywide General Plan Designations

Current Land Use Designation	Proposed Land Use Designation
East Los Angeles Community Plan	**General Plan**
Low Density Residential	Residential 9 (H9)
Low Medium Density Residential	Residential 18 (H18)
Medium Density Residential	Residential 30 (H30)
Community Commercial	General Commercial (CG)
Major Commercial	General Commercial (CG)
Commercial/Residential	General Commercial (CG)
Commercial Manufacturing	General Commercial (CG) Light Industrial (IL)
Industrial	Light Industrial (IL) Industrial Office (IO)
Public Uses: Schools Parks/Open Space Public Buildings Hospitals	Schools: P (Public and Semi Public) Parks and Recreation (OS-PR) P (Public and Semi Public) P (Public and Semi Public)
Walnut Park Neighborhood Plan	**General Plan**
Neighborhood Preservation I	Residential 9 (H9)

Table 3-1. Proposed General Plan Land Use Map Changes: Community Plan Designations to Countywide General Plan Designations

Current Land Use Designation	Proposed Land Use Designation
Neighborhood Preservation II	Residential 18 (H18)
Neighborhood Revitalization	Residential 18 (H18)
Residential/Parking	Residential 30 (H30)
General Commercial	General Commercial (CG)
Office Commercial	General Commercial (CG)
Mixed Commercial	General Commercial (CG)
Public Use/Institutional	P (Public and Semi Public)
West Athens-Westmont Community Plan	**General Plan**
RD 23 (Uncle Family Residence)	Residential 9 (H9)
RD 33 (Two Family Residence)	Residential 18 (H18)
RDM (Medium Density Bonus)	Residential 50 (H50)
C3 (Neighborhood/Commercial)	General Commercial (CG)
C2 (Community/Commercial)	General Commercial (CG)
C1 (Regional/Commercial)	General Commercial (CG)
PL-1 (Public/Quasi-Public Use)	P (Public and Semi Public)
O-S (Open Space)	OS-PR (Parks and Recreation)*

Source: County of Los Angeles 2022a
* For Chester Washington Golf Course only

The consistency revisions listed in Table 3-1 above that result in changes to the General Plan Land Use Policy Map would match the development type and intensity of the rescinded community/neighborhood plan land use designations to the greatest extent feasible. These Land Use Map changes are not intended to alter the development potential of affected parcels or otherwise facilitate additional growth in the affected communities.

Residential and Mixed-Use Land Use Designations

Per policies and programs set forth in the Housing Element, the Project redesignates parcels across five of the seven Project area communities[14] to accommodate additional dwelling units within the Project area, which are required to meet the County's 6th Cycle RHNA. The sites proposed for rezoning are listed in Appendix B-2, Housing Element Rezone Sites (Project Area), of this Recirculated Draft PEIR, which includes site Assessor's Parcel Numbers (APNs), addresses, existing and proposed zoning, land use designations, and capacities (i.e., number of dwelling units). Maps depicting the distribution of changes to the General Plan Land Use Map are shown in Figure 3-2a through Figure 3-2e. These sites would also be subject to zone changes, as discussed in further detail below under

[14] Florence-Firestone and Willowbrook would not be subject to any General Plan land use designation changes to accommodate the RHNA. However, three parcels (APNs 6154015024, 6154020007, and 6154020022) in Willowbrook would be subject to a zone change from the existing Single Family Residential (R-1) to the proposed Two-Family Residential (R-2). The General Plan land use designation for these Willowbrook parcels (Residential 18 [H18]) would remain the same.

"Zoning Map Changes". There are no proposed changes to the General Plan Land Use Map designations within the communities of Florence Firestone or Willowbrook. A parcel-by-parcel list of General Plan land use changes in the Project area being implemented by the Project (as identified by the recently approved Housing Element) are provided in Appendix B-2.

- ***East Los Angeles.*** The Project would redesignate existing commercial sites in East Los Angeles—which are currently subject to East Los Angeles Community Plan designations of Community Commercial (CC), Major Commercial (MC), and Commercial Manufacturing (CM)—to Mixed-Use (MU). In addition, one parcel located at 532 South Atlantic Boulevard would be redesignated from Public Use (P) to MU, while additional parcels located at 746 Bradley Avenue and 754 Amelia Avenue would be redesignated from Medium Density Residential (MD) to MU. Refer to Figure 3-2a, Proposed General Plan Land Use, East Los Angeles, for the Project's proposed distribution of General Plan land-use changes.
- ***East Rancho Dominguez.*** The Project would redesignate existing General Commercial (CG) sites predominantly along East Compton Boulevard and Atlantic Avenue to MU. The Project would also redesignate a cluster of residential sites near the Corner of East Alondra Boulevard and South Butler Avenue from Residential 18 (H18) (which has an allowable density of 0 to 18 du/net acre) to Residential 30 (H30) (20 to 30 du/net acre). In addition, the Project would redesignate one additional parcel on South Lime Avenue from CG to MU to avoid "spot designation."[15] This parcel was not previously identified in the Housing Element. Refer to Figure 3-2b, Proposed General Plan Land Use, East Rancho Dominguez, for the Project's proposed distribution of General Plan land-use changes.
- ***Florence-Firestone.*** Redesignation of RHNA parcels in Florence-Firestone occurred in February 2023 with implementation of the FFTOD Specific Plan. These parcels are identified in Figure 2-3c, Existing Land Use, Florence Firestone as the existing condition as of the time of the Recirculated Draft PEIR. As previously discussed, the Recirculated Draft PEIR analyzes the potential buildout of RHNA parcels within the entire Project area, including within Florence-Firestone.
- ***Walnut Park.*** The Project would redesignate existing commercial sites—including General Commercial (GC), Mixed Commercial (MC) and Office Commercial—along East Florence Avenue, Santa Fe Avenue, Seville Avenue and Pacific Boulevard to MU. The Project would redesignate 2555 Broadway and 2554 Walnut Street from Neighborhood Revitalization (NR) to MU. The Project would also change the land use designation of one parcel from CG and Public/Institutional (PU/I) to MU to avoid spot designation. Refer to Figure 3-2c for the Project's proposed distribution of General Plan land-use changes.
- ***West Athens-Westmont***. The Project would redesignate existing commercial sites—including Regional Commercial (C.1) and Community Commercial (C.2)—along South Normandie between West 103rd and West 108th Street and South Vermont Avenue between West 110th Street and West 102nd Street and between West 95th Street and West Manchester Avenue to MU. Refer to Figure 3-2d, Proposed General Plan Land Use, West Athens-Westmont, for the Project's proposed distribution of General Plan land-use changes.
- ***West Rancho Dominguez-Victoria***. The Project would redesignate existing CG sites along south Avenue Boulevard north of East 135th Street and near the intersection of East El Segundo Avenue and San Pedro Street to MU. The Project would also redesignate one parcel from CG to MU, which was not previously identified for redesignation in the Housing Element but would be necessary to avoid spot designation (i.e., one CG parcel otherwise surrounded by MU). Refer to Figure 3-2e, Proposed General Plan Land Use, West Rancho Dominguez-Victoria, for the Project's proposed distribution of General Plan land-use changes.

[15] Spot designation is where a parcel of land is designated with a different land use designation and development intensity than the surrounding property(ies), creating an "island" in the middle of a larger area of other uses.

Zoning Map Changes and Amendment to the County Zoning Code

Zoning Map Changes

Mixed-Use and Residential Zones Changes

Per policies and programs set forth in the Housing Element, the Project would implement a targeted rezoning program to accommodate development of approximately 21,445 additional dwelling units within six of the seven Project area communities: East Los Angeles, East Ranch Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. In addition, this Recirculated Draft PEIR analyzes the buildout of RHNA parcels rezoned under the FFTOD Specific Plan, which will facilitate development of approximately 9,523 additional dwelling units, for a total of 30,968 dwelling units throughout the Project area. According to the Housing Element, the Metro Planning Area is required to accommodate an additional 30,884 dwelling units beyond its existing capacity, which are required to meet the County's RHNA. An additional 84 dwelling units would be attributed to additional zone changes on select parcels to avoid split zoning or spot-zoning that would have occurred due to the Housing Element rezone. The sites proposed for mixed use or residential zone changes are listed in Appendix B-2 and identified on Figures 3-2a, 3-2b, and 3-2d through 3-2g of this Recirculated Draft PEIR.

- ***East Los Angeles.*** Sites to be rezoned in East Los Angeles are illustrated in Figure 3-1a and would include General Commercial (C-3) properties located along the north side of Whittier Boulevard. Other sites include C-3 zoned properties along Atlantic Boulevard between Whittier Boulevard and Eagle Street, as well as a handful of sites along Beverly Boulevard between Margaret Avenue and Sadler Avenue. To accommodate the RHNA, these sites would undergo a zone change from commercial (e.g., Restricted Commercial [C-1], Neighborhood Commercial [C-2], C-3) to a mixed-use (i.e., Mixed-Use Development Zone [MXD]).
- ***East Rancho Dominguez.*** Sites to be rezoned in East Rancho Dominguez are illustrated in Figure 3-1b and would predominantly include parcels along Compton Boulevard and Atlantic Avenue, which would be rezoned from C-3 to MXD. Rezoning would also impact a limited number of Single Family Residence (R-1) and/or Two Family Residence (R-2) parcels along Alondra Boulevard, which would be upzoned to Limited Density Multiple Residence (R-3) to allow multifamily housing. In addition, the Project would rezone one addition parcel on South Lime Avenue from C-3 to MXD to avoid spot zoning.
- ***Florence-Firestone.*** Rezoning of RHNA parcels in Florence-Firestone occurred in February 2023 with implementation of the FFTOD Specific Plan. These parcels are identified in Figure 2-4c, Existing Zoning, Florence Firestone in Chapter 2 of this Recirculated Draft PEIR as the existing condition as of the time of the Recirculated Draft PEIR. As previously discussed, the Recirculated Draft PEIR analyzes the potential buildout of RHNA parcels within the entire Project area, including within Florence-Firestone.
- ***Walnut Park.*** The Project would rezone existing commercial sites—including General Commercial (C-3) and Restricted Business (C-1)—in Walnut Park along East Florence Avenue, Santa Fe Avenue, Seville Avenue and Pacific Boulevard to MXD. The Project would also rezone 2555 Broadway and 2554 Walnut Street from Limited Density Multiple Residence (R-3) to MXD. The Project would also rezone one parcel on the southeast corner of Broadway Avenue and Pacific Boulevard from C-3 and Institutional (IT) to MXD to avoid spot zoning. The distribution of these sites is illustrated in Figure 3-1d.
- ***West Athens-Westmont***. Sites to be rezoned in West Athens Westmont are illustrated in Figure 3-1e and would include C-3 and Neighborhood Business (C-2) parcels along South Normandie between West 103rd and West 108th Street and South Vermont Avenue between West 110th Street and West 102nd Street and between West 95th Street and West Manchester Avenue. These sites would be rezoned to MXD.

- ***West Rancho Dominguez-Victoria***. As illustrated in Figure 3-1f, the Project would rezone existing sites along South Avenue Boulevard north of East 135th Street and near the intersection of East El Segundo Avenue and San Pedro Street to MU. The Project would also rezone one parcel on South San Pedro Street from R-2 to MXD to avoid spot zoning.
- ***Willowbrook***. As illustrated in Figure 3-1g, Proposed Zoning, Willowbrook, Project would upzone three existing R-1 sites in the southeast corner of the community to R-2.

Accessory Commercial Units

The Project would amend Title 22 (Planning and Zoning) of the County Code to allow the development of Accessory Commercial Units (ACUs) as an accessory use on corner lots in existing residential-only neighborhoods, provided they meet the regulations established. The regulations include limits on lot size and floor area/building size, types of commercial uses/businesses, hours of operation, number of employees, equipment storage, lighting, and more. The existing residential-only zones in the Project area are identified on Figures 2-4a through 2-4g in Chapter 2 of this Recirculated Draft PEIR.[16]

Green Zones (-GZ) Combining Zone

The Project would amend Title 22 (Planning and Zoning) of the County Code (also referred to as the Zoning Code) to include the mapping of the Green Zone (-GZ) Combining Zone on industrially-zoned lots in the unincorporated communities of East Los Angeles, Florence-Firestone, Walnut Park, West Rancho Dominguez-Victoria, and Willowbrook. The proposed -GZ mapping would identify parcels subject to the Green Zone Ordinance, as illustrated on Figures 3-1a, 3-1c, 3-1d, 3-1f, and 3-1g of this Recirculated Draft PEIR. The existing Green Zones regulations on applicable parcels would remain unchanged, and all environmental impacts associated with the Green Zones Ordinance were comprehensively evaluated in the Los Angeles County Green Zones Program Environmental Impact Report, dated November 2021. The mapping of the -GZ parcels as part of the Metro Area Plan would not result in any new environmental impacts.

Other Changes to the Zoning Code

Other proposed modifications to the Zoning Code that are necessary to ensure land use policy and planning consistency across the Project area or would otherwise support the goals and policy objectives of the General Plan and the Metro Area Plan are described below. As discussed in further detail under Section 3.4.2, Policy Assessment Methodology, this Recirculated Draft PEIR provides a qualitative analysis of these proposed actions as necessary and/or required pursuant to CEQA within applicable sections of Chapter 4, Environmental Impact Analysis.

These proposed amendments to Title 22 (Planning and Zoning) of the County Code include provisions to (County of Los Angeles 2023a):[17]

[16] Additional details regarding proposed ACU regulations and development standards are provided in the Draft Los Angeles County Metro Area Plan Implementation Ordinance (County of Los Angeles 2023a), available for review on the County's website: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

[17] The proposed amendments to Title 22 are outlined in the Draft Los Angeles County Metro Area Plan Implementation Ordinance (County of Los Angeles 2023a), available for review on the County's website: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

- Establish a Planning Area Standards District (PASD) to streamline and simplify development standards that are applicable to all communities in the Metro Planning Area and include community-specific standards in CSDs on an as-needed basis under the PASD regulatory framework;
- Revise or delete six existing CSDs—East Los Angeles CSD, East Rancho Dominguez CSD, Walnut Park CSD, West Athens-Westmont CSD, West Rancho Dominguez-Victoria CSD, and Willowbrook CSD—as the result of the streamlining effort associated with the establishment of the PASD mentioned above;
- Re-categorize the City Terrace, Walnut Park, Southwest, Second Unit Eastside, and First Unit Eastside Setback Districts as CSD Sub-Areas under the PASD regulatory framework;
- Allow shared kitchen complexes in certain commercial and industrial zones;
- Require conditional use permits (CUPs) for K-12 schools and establish development standards for K-12 schools;
- Require a 20% lower-income set-aside in housing developments on sites that are rezoned or identified in the Housing Element Sites Inventory as sites from previous housing elements to accommodate lower income units according to the Housing Element;
- Reorganize the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA Specific Plan) and Willowbrook TOD Specific Plans so that only regulations and development standards are codified in Title 22 and the non-regulation chapters of these specific plans would also be streamlined with some technical clean-up;
- Amend the East Los Angeles Third Street Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require CUPs for K-12 schools, and delete the definition of "school" which is inconsistent with the Countywide definition; and
- Amend Chapter 22.418, Florence-Firestone Zones & Development Standards to allow shared kitchen complexes and require CUPs for K-12 schools in the FFTOD Specific Plan area.

Florence-Firestone TOD Specific Plan

The Project would amend the Florence-Firestone TOD (FFTOD) Specific Plan to allow shared kitchen complexes in certain commercial and industrial zones by referencing to the applicable provisions of Title 22 and require CUPs for schools in the mixed-use zones.

East Los Angeles 3rd Street Plan

The Project would amend the East Los Angeles 3rd Street Plan to allow Accessory Commercial Units (ACUs) on certain lots in the residential transect zones; allow shared kitchen complexes in certain commercial transect zones; clarify regulations on blade signs; and require CUPs for schools in certain commercial transect zones and delete the definition of "school" which is inconsistent with the Countywide definition.

Implementation Programs

The Metro Area Plan proposes 10 implementation programs, which include schedules and tasks intended to support and address the Project's overall policy objectives. The implementation programs also inform the budget process and would be used to set funding priorities. With the exception of Program 10, Industrial Land Use Strategy Program (discussed in further detail below), if the implementation programs result in future actions that require discretionary approval, compliance with CEQA would be required. Regarding the Industrial Program, additional CEQA analysis would only occur if the conceptual zoning regulations and/or location of candidate parcels identified in

Figures 3-3a through 3-3d were to substantially change as a result of the future research and outreach efforts (which are required components of the Industrial Program).

Program 1, Freeway Cap Parks. Develop and implement a Freeway Capping Feasibility Framework (FCFF) for Project area communities that have been subject to long-term, negative impacts of freeway construction and operations. The elements of the FCFF should include feasibility analyses to test and evaluate the construction feasibility of freeway cap parks identified by an optimal location analysis, as well as economic feasibility studies.

Program 2, Focused Intensive Historic Resources Surveys. Streamline the local, historic nomination process by preparing historic context statements and intensive-level historic resource surveys for the following: Historic Signs (East Los Angeles); Murals (East Los Angeles); Programmatic Architecture (Area-wide); and Storefront churches (Area-wide).

Program 3, Metro Area Plan Historic Surveys. Prepare historic context statements and reconnaissance-level surveys for Metro Area Plan communities, starting with East Los Angeles followed by the remaining communities of East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Survey and research efforts would be modeled after the Florence-Firestone Historic Resources Survey.

Program 4, Interpretation Plan for Commercial Corridors. Identify the character-defining features and stories (accounts of past events) relative to the following commercial corridors. Develop interpretation plans for each that highlight their history and unique physical features: City Terrace (East Los Angeles); Whittier Boulevard (East Los Angeles); Florence Avenue (Florence-Firestone); and Seville Avenue (Walnut Park).

Program 5, Commercial Corridors Legacy Business Retention Program. Develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old along selected pilot commercial corridors in order to prevent displacement. The elements of the LBRP program may include these components: Protect legacy businesses by limiting size of operations; Create legacy business registry and markers; Establish legacy preservation incentive funds and grants; Create legacy business technical assistance program; Provide vandalism and frontage improvement funds; Create legacy business toolkit for transitioning to employee ownership; and Provide regulatory support and streamlining.

Program 6, Community Benefits Program. Develop and implement a Community Benefits Program based on and expanding upon Los Angeles County Development Authority's (LACDA) existing Community Benefits Policy. LACDA's adopted Community Benefits Policy addresses a range of benefits including Community Engagement, Worker Targeting, Small and Disabled Veteran Businesses, Affordable Housing, Workforce Training, and Economic Analysis. The Implementation of a Project area-specific Community Benefits Program should supplement LACDA's benefits framework to incentivize the provision of benefits. The Program will include guidelines on inclusionary housing and community benefits for economic development projects in Federally designated Opportunity Zones to derive community benefits and prevent displacement.

Program 7, Accessory Commercial Unit Program. In support of the Project's proposed Zoning Code amendment to allow ACUs in select residential Project areas, this program should: (1) Develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an ACU; and (2) Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of an ACU as an opportunity for small businesses and local entrepreneurship.

Program 8, Mobile Food Vending Zoning Ordinance and Implementation. This program should study the feasibility of an amendment to the Zoning Code to allow mobile food vending (food trucks) on private properties in certain zones. The ordinance should consider the following: 1) development, design, and performance standards, such as parking requirements, landscaping, seating, and hours of operations; and 2) review and permitting procedures, including the establishment of new permit types and/or fees, if deemed appropriate. This program should also develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for Mobile Food Vending within the Area Plan unincorporated communities and study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of Mobile Food Vending as an opportunity for small businesses and local entrepreneurship.

Program 9, Transit Oriented District (TOD) Eastside Extension Specific Plan. Upon approval by Metro, County Departments will work to develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project. The Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to Metro stations within planning bounds. The Specific Plan would include any future stations within East Los Angeles and the existing East Los Angeles 3rd Street Specific Plan. The future TOD Specific Plan would also be subject to future CEQA analysis.

Program 10, Industrial Land Use Strategy Program. Develop an industrial land use strategy for the Metro Area Plan communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook within five years of Project approval. The conceptual definitions, zoning regulations, developments standards, and location of candidate parcels for the Industrial Program are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan (County of Los Angeles 2023b). The Industrial Program would include the following primary components: (1) adopt two new industrial zones (M-0.5 and LSP) as defined in Table 3-2, Conceptual Definitions for Industrial Program Zones, below; (2) map the new industrial zones in appropriate candidate parcels where industrial zoning currently exists, as identified in Figures 3-3a through 3-3d; (3) conduct additional research and outreach to property owners of candidate parcels, including gathering relevant land use and economic data, meeting with local stakeholders, and conducting additional analysis, as needed, relative to the new industrial zones to inform implementation of the Industrial Program; and (4) complete any necessary General Plan Amendment and zone change process, including CEQA review, as applicable. If the conceptual elements of the Industrial Program change through the research and outreach process, additional CEQA analysis may be necessary. Additional details regarding the Industrial Program are discussed below.

The intent of the Industrial Program is to encourage development of cleaner industry, research and development, and artisan/custom manufacturing uses in areas adjacent to or nearby existing non-industrial uses. When compared to existing, heavier industrial uses currently permitted on candidate parcels, the conceptual uses under the Industrial Program are intended to be less polluting and better neighbors to existing non-industrial uses. If implemented on all candidate parcels identified on Figures 3-3a through 3-3d, the Industrial Program would accommodate approximately 1,124,731 square feet of new, cleaner industrial development/redevelopment on approximately 183 acres of existing M-1, M-1.5, and M-2 zones located throughout East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook. The conceptual definitions for the LSP and M-0.5 zones are provided below in Table 3-2.

Table 3-2. Conceptual Definitions for Industrial Program Zones

Code	Zone	Purpose and Intent
LSP	Life Science Park	The LSP zone is intended to provide quality employment and support emerging technology, entrepreneurship, and innovation. The LSP zone would allow for life science, research, and development uses, particularly those that support bioscience and biomedical product development and manufacturing or potentially revenue-generating business. Uses permitted may include administrative and professional offices that support light industrial uses and research and development sites nearby. This zone also would allow for basic services such as grocery stores and childcare that would serve the local employees and neighbors.
M-0.5	Artisan Production and Custom Manufacturing	The Artisan Production and Custom Manufacturing Zone would allow for neighborhood-scale urban manufacturing uses such as production, design, distribution, and repair of products, including but not limited to furniture, art, software, technology, and other custom-made products. The zone would also allow for neighborhood-serving commercial, services, and innovation uses compatible with surrounding or abutting residential zones. The M-0.5 zone would allow for the creation of transitions between employment and residential uses to encourage unobtrusive and less noxious uses adjacent to residential zones and sensitive uses. The M-0.5 zone would encourage land use compatibility and a healthy environment where a variety of businesses and residents can co-exist.

Source: County of Los Angeles 2023b

Table 3-3, Conceptual Industrial Program Development Standards, provides the development standards that would be subject to further review under the proposed Industrial Program. Additional conceptual design standards and land use regulations for the LSP and M-0.5 zones are provided in Appendix G of the Metro Area Plan (County of Los Angeles 2023b).

Table 3-3. Conceptual Industrial Program Development Standards

Zone	Life Science Park	Artisan Production and Custom Manufacturing
Building Requirements		
Front and Rear Yard Setback	20 feet	10 feet
Side Yard Setback		
Not Abutting Residential	10 feet	5 feet
Abutting Residential	10 feet	10 feet
Maximum Building Height	45 feet	45 feet
Maximum Floor Area Ratio (FAR)	1	1
Other Standards		
Landscaping	Landscaping shall be provided. Use of vertical of landscaping such as climbing vines or similar plant material that can be trained on the wall or building and can be easily pruned and maintained shall be	

	incorporated where large walls are left blank to discourage graffiti and vandalism. Landscaping shall be maintained with onsite irrigation systems such as drip systems or stormwater retention and filter systems.
Mechanical equipment	Mechanical equipment shall be completely screened from view from the public right-of-way through the use of walls, perforated metal, or landscaping.
Open space	A minimum 20% of the lot area not used for buildings, and excluding loading areas, shall be designated as employee break, open space, and recreational areas. Landscaping shall be incorporated into defining areas such as entrances to buildings, parking lots, and edges of land uses providing transition between neighboring properties.
Screening	Planting shall be incorporated into screening of less desirable areas from public view, such as trash enclosures, parking areas, loading, storage areas, public utilities, and mechanical equipment.

Source: County of Los Angeles 2023b

Table 3-4, Conceptual Industrial Program Lot Consolidation Incentives, provides the conceptual bonuses, which are intended to encourage consolidation of two or more lots to increase economic viability of development in the future LSP and M-0.5 zones. These incentives would be subject to further review under the Industrial Program.

Table 3-4. Conceptual Industrial Program Lot Consolidation Incentives

Total Lot Size After Consolidation	FAR Bonus
0.5 acre to 1.0 acre	0.10
1.0 acre to 2.0 acres	0.25
2.0 acres of more	0.50

Source: County of Los Angeles 2023b

As illustrated in Figure 3-3a through 3-3d, the future LSP and M-0.5 zones would be applied to appropriate candidate parcels in the communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook. To maintain consistency between the zoning and the General Plan land use designation, the Industrial Program would also require a future action to redesignate the land use designation for appropriate candidate parcels. In general, the Industrial Program would redesignate all M-0.5 candidate parcels to the Light Industrial (IL) land use designation and redesignate all LSP candidate parcels to the Industrial Office (IO) land use designation.[18]

The Employment Protection District (EPD) Overlay identifies economically viable industrial and employment-rich lands with policies to protect these areas from conversion to non-industrial use. Development-driven General Plan Amendments to convert lands within the EPD Overlay to non-industrial land use designations are subject to additional findings specified in the General Plan Land Use Element Policy LU 1.6. The Industrial Program would

[18] As part of the Project's proposed administrative cleanup of land use data, there are several parcels where the land use designation for the candidate LSP parcels would be changed to P (Public and Semi Public) to reflect the existing public uses. These include a parcel in West Rancho Dominguez-Victoria and a parcel owned by a public utility in East Los Angeles. These parcels are illustrated on Figures 3-3a and 3-3c. The land use designation on these lots would not be changed to IO under the Industrial Program.

evaluate the appropriateness of adding the EPD Overlay on the following candidate parcels should they be rezoned to LSP or M-0.5: (1) LSP Zone candidate parcels in the northern portion of East Los Angeles; (2) M-0.5 Zone candidate parcels in the southern portion of East Los Angeles (Dunham Street and surrounding area); and (3) LSP Zone candidate parcels in Willowbrook. These candidate parcels are shown in Figure 3-3a and Figure 3-3d.

Technical Clean-Up Project Components

Other Zoning and Land Use Policy Maps Changes

Rezoning Agriculturally Zoned Lots to Residential

The Project would rezone existing A-1 (Light Agricultural) parcels in East Rancho Dominguez to Single Family Residential (R-1) and Limited Density Multiple Residence (R-3), would rezone two parcels in West Athens-Westmont to Open Space (OS), and would rezone one parcel in Florence-Firestone from A-1 to R-2. Select agricultural activities and land uses (e.g., community gardens) that may occur under existing conditions would still be allowed under the proposed R-1 and R-3 zoning. However, some agricultural-type land uses would be subject to a Conditional Use Permit (e.g., crops, including field, tree, bush, berry, and row; and plant nurseries, propagation of nursery stock only) under residential zoning (refer to Section 4.2, Agriculture and Forestry, of this Recirculated Draft PEIR for further discussion of allowable agricultural uses under residential zones). Residential uses are currently allowed under the A-1 zones, and no density increase would be proposed or would occur on these parcels because of the proposed Project's rezone to residential.

Other Clean-Up on Zoning and Land Use Policy Maps

The Project proposes to rezone and/or redesignate additional parcels within the Metro Planning Area for two main purposes. Firstly, due to limited mapping technology in the past, various mapping errors occurred such as the inadvertent omissions of mapping the assigned zoning and/or land use designations for some parcels or the mapped zoning and/or land use designation boundaries of various properties were not aligned with the actual property lines, which resulted in some parcels having split zoning and/or split land use designations. As such, the proposed zoning and/or land use designation changes for this group of properties are intended to correct the mapping errors or misalignments to reflect the correct zoning and/or land use designations for these parcels. Secondly, the proposed zoning changes for the other group of properties are intended to make the zoning consistent with the General Plan land use designations. These proposed changes will not increase the potential buildout densities of the affected parcels. Therefore, the potential buildout impacts of these parcels have been considered and evaluated in the adopted 2015 County General Plan EIR (County of Los Angeles 2014a). As such, no further analysis of this Project component is necessary. The list of properties and proposed zone changes and/or land use designation changes is provided in Appendix B-4, Administrative Consistency Changes for Zoning and Land Use Policy Maps, of the Recirculated Draft PEIR.

Amendment to the General Plan Land Use Legend

The Project proposes to amend the General Plan Land Use Legend (Table 6.2 of the General Plan) to delete references to the East Los Angeles Community Plan, Walnut Park Neighborhood Plan, and West Athens-Westmont Community Plan in the note for the General Commercial (CG) land use designation, since these existing community/neighborhood plans will be rescinded.

Administrative Modifications to TOD Specific Plans

The Project would amend Title 22 (Planning and Zoning) of the County Code to reorganize various components of the Willowbrook TOD Specific Plan and Connect Southwest LA Specific Plan so that only the regulations and development standards these Specific Plans are codified in Chapter 22.412 and Chapter 22.416, respectively. In addition, the non-regulation chapters of the Willowbrook TOD Specific Plan and the Connect Southwest LA Specific Plan would also be streamlined with some technical clean-up.

3.4 Project Buildout and Assessment Methodology

The Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of individual future development projects within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. The analyses included in this Recirculated Draft PEIR are focused on potential environmental impacts that could occur at parcels that would be affected by the Project components described in Section 3.3.4.3 above. Development-project-specific evaluations are not possible because, unless otherwise noted within this assessment, the actual locations and intensity of project-level development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

As previously discussed above, in addition to various other FFTOD Specific Plan components, the certified EIR for the FFTOD Specific Plan evaluated potential impacts associated with buildout of RHNA parcels in Florence-Firestone, meaning that both this Recirculated Draft PEIR and the recently certified FFTOD Specific Plan EIR evaluate potential impacts associated with the buildout of 9,523 dwelling units on RHNA parcels in Florence-Firestone. At the time of the issuance of the Notice of Preparation (NOP) for this Project, the FFTOD was still considered a proposed project, and implementation of the residential rezoning identified for Florence-Firestone in the Housing Element had not yet occurred. Because a stated objective of the Project is to "Incorporate the proposed land use policy changes/zoning recommendations identified in the recently adopted Housing Element…", the Project identifies zoning/land use map changes and quantifies potential buildout associated with implementation of the Housing Element for the Project area.

In summary, the Recirculated Draft PEIR evaluates land use and zoning changes that could result in physical changes to the environment beyond existing conditions as the Project area is built out through 2035. As the distribution and relevant development standards of future land use and zone changes associated with the Industrial Program identified in the Metro Area Plan are required to occur within the next five years, this Recirculated Draft PEIR also evaluates the potential buildout associated with implementation of the proposed Industrial Program. As stated in Section 3.3.3, Project-Related Growth, Project-related changes anticipated to result in direct or indirect physical environmental effects can generally be grouped into three categories, which are: changes to facilitate residential development at higher densities than currently allowed under existing land-use designations/zoning; changes to facilitate neighborhood-scale commercial uses (i.e., ACUs) within select corner lots in residential-zoned areas; and potential changes on industrial candidate parcels to allow cleaner industrial uses (such as new artisan manufacturing and life science/research uses). The buildout methodology for the Recirculated Draft PEIR is

described in further detail in Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR. The final Project buildout projections are provided below.

3.4.1 Buildout Projections

In addition to the sources referenced below and listed in Section 3.7, References, the buildout methodology for this Recirculated Draft PEIR relies on the following sources:

Appendix B-1 Housing Element Existing Capacity Sites (Project Area)

Appendix B-2 Housing Element Rezone Sites (Project Area)

Appendix B-3 Buildout Methodology

The Project area buildout conditions, which include quantitative measures of anticipated Project buildout as compared to existing conditions, are provided below in Table 3-5, Population and Housing Buildout for the Project Area, and Table 3-6, Employment Buildout for the Project Area. The tables provide existing conditions and 2035 buildout conditions for each community (where available), as well as for the Project area.[19] The Project is anticipated to result in approximately 30,968 additional residential units, 108,390 additional residents (see Table 3-5), 3,691 additional jobs (see Table 3-6).

3.4.2 Policy Assessment Methodology

In addition to the Industrial Program, the Project includes nine other implementation programs (discussed above in Section 3.3.4.3, Project Components), along with goals and policies. The proposed areawide and/or community specific goals and policies are related to land use, environmental justice, mobility, economic development, safety and climate resiliency, and historic preservation that would help achieve the stated objectives of the Project, including goals and policies in support of initiatives such as: "greening" underutilized urban spaces; exploration of freeway cap parks, provision of well-regulated mobile food vending; transit station safety improvements and beatification efforts (including the provision of amenities such as street trees, comfortable furnishings, weather protection, and public art), and other potential programmatic improvements within the public realm that would encourage future development activities to improve the health, safety, and vibrancy of communities within the Project area. With the exception of the Industrial Program, the Project's proposed implementation programs, goals, and policies would not result in direct or indirect impacts on the environment but would either encourage future projects to incorporate these beneficial components (e.g., incorporate public art) and/or would encourage policy makers to consider future actions (e.g., consider freeway cap parks). The applicable programs goals and policies are listed and discussed throughout Chapter 4, Environmental Analysis, of this Recirculated Draft PEIR, in relation to the relevant topical analysis.

The Project components listed in Section 3.3.3, Project-Related Growth of the Recirculated Draft PEIR and described in detail in Appendix B-3, Buildout Methodology of this Recirculated Draft PEIR, are those that relate to land use changes or other changes that could potentially result in reasonably foreseeable physical changes to the environment. The level of analysis is programmatic and while some components are evaluated in more detail than others based on the level of available information, all components of the Metro Area Plan were reviewed and considered in the analysis of the Project. The analysis evaluates the Plan's components that could result in

[19] The total Project area projections are equal to the sum of the relative projections for each community, if available.

environmental impacts as specifically and comprehensively as feasible, given the programmatic nature of the Metro Area Plan.

3.5 Intended Uses of the Recirculated Draft PEIR

This Recirculated Draft PEIR examines the environmental impacts of the Project and addresses various actions by the County and others to adopt and implement the Project. The intent of this Recirculated Draft PEIR is to enable the County, other responsible agencies, and interested parties to evaluate the environmental impacts of the Project, thereby enabling them to make informed decisions with respect to the requested entitlements. This Draft PEIR is also intended to support other federal, state, and regional/local government discretionary approvals that may be required in connection with implementation of the proposed Metro Area Plan.

Table 3-5. Population and Housing Buildout for the Project Area

Description	Project Area (*TOTAL*)*	Unincorporated Community						
		East Los Angeles	*East Rancho Dominguez-Victoria*	*Florence-Firestone*	*Walnut Park*	*West Athens-Westmont*	*West Rancho Dominguez*	*Willowbrook*
Existing Population and Housing Conditions (Project Area)								
DU [a]	77,623	30,643	2,962	14,580	3,702	13,453	6,687	5,596
Population [b]	303,045	118,786	15,114	61,983	15,214	43,306	24,347	24,295
Project Facilitated Population and Housing Growth *(Growth that would occur on parcels identified for Housing Element rezone)*								
DU [c]	30,968	5,687	2,476	9,523	5,583	2,510	5,166	23
Population (3.5 PPH) [d]	108,390	19,905	8,666	33,331	19,541	8,785	18,081	81
2035 Other Population and Housing Growth *(Growth that would occur on parcels outside of the Housing Element rezone)*								
DU [e]	2,147	681	56	610	257	94	67	382
Other Population (3.5 PPH) [f]	7,516	2,384	196	2,135	900	329	235	1,337
2035 Project Area Population and Housing Buildout *(Existing + Project + Other)* [g]								
TOTAL DU	**110,738**	**37,011**	**5,494**	**24,713**	**9,542**	**16,057**	**11,920**	**6,001**
TOTAL Population	**418,951**	**141,075**	**23,976**	**97,449**	**35,655**	**52,420**	**42,663**	**25,713**

Source: County of Los Angeles 2022b; 2022c; 2022d; 2022e; U.S. Census 2022a

Notes: DU = dwelling units; PPH = Persons per household

* The "total" estimates for the Project area are roughly equivalent to the sum of each Project area community; however, the community numbers may not sum precisely due to rounding.

a. The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication (January 2022) and is based on Los Angeles County Office of the Assessor parcel data from 2020 (County of Los Angeles 2022b). The County determined that Assessor parcel data from 2020 most accurately represents the existing number of units within the Planning area and no growth factor or other growth projection was applied to represent 2022 baseline conditions. No 2020 Decennial Census data related to total number of existing dwelling units were available at the time of NOP publication for the 2022Draft PEIR (January 2022) and the number of dwelling units is based on Los Angeles County Office of the Assessor data.

b. Baseline population for the Project area reflects population data from the 2020 Decennial Census, which the County determined represented the most accurate reflection of population within the Project area at the time of NOP publication for the 2022 Draft PEIR (U.S. Census 2022a).

c. The Project facilitated buildout is the realistic capacity identified in the Housing Element Appendix B, Candidate Sites to be Rezoned to Accommodate Shortfall Housing Need, within the Project area (County of Los Angeles 2022e). These sites within the Project Area are identified in Appendix B-2, Housing Element Rezone Sites (Project Area), of this Recirculated Draft PEIR.

d. The Project facilitated population growth is based on a 3.5 persons per household (i.e., dwelling unit) generation factor, which is the countywide average PPH (according to the Housing Element PEIR) (County of Los Angeles 2021).
e. The dwelling units for "Other Population and Housing Growth" are based on the Housing Element Appendix A, Housing Element Sites Inventory, which identifies the realistic residential buildout capacity for dwelling units on parcels outside of the Housing Element rezone (County of Los Angeles 2022d). Buildout on these parcels represents the total residential "growth" that could occur under existing conditions (i.e., under the existing zoning and land use designations) within the Project area. These sites are identified in Appendix B-1, Housing Element Existing Capacity Sites (Project Area), of this Recirculated Draft PEIR.
f. Consistent with the Housing Element PEIR, a 3.5 persons per household estimate was used to calculate population growth on "other" parcels not subject to the Housing Element rezoning program (dwelling units × persons per household = population) (County of Los Angeles 2021).
g. The estimated 2035 buildout for dwelling units and population for the Project area is (1) the existing conditions plus (2) Project facilitated growth plus (3) other growth that would occur outside of Housing Element Rezone parcels with or without Project implementation.

Table 3-6. Employment Buildout for the Project Area

Description	Project Area (*TOTAL*)	Unincorporated Community						
		East Los Angeles	*East Rancho Dominguez-Victoria*	*Florence-Firestone*	*Walnut Park*	*West Athens-Westmont*	*West Rancho Dominguez*	*Willowbrook*
Existing Employment Conditions (Project Area)								
Employment [a]	56,232	22,621	*763*	*7,443*	*1,015*	*3,752*	*15,334*	*5,303*
Project Facilitated Employment Growth								
ACU Employment [b]	*176*	*67*	*12*	*67*	5	*8*	*12*	*7*
Industrial Employment [c]	*3,515*	*1,168*	—	*971*	—	—	*1,157*	*220*
TOTAL Project Facilitated Employment	3,691	1,234	12	1,037	5	8	1,168	227
2035 Other Employment Growth *(Growth that would occur in the Project area without Project implementation)**								
Employment [d]	47,346 [e]	—	—	—	—	—	—	—
2035 Project Area Buildout Employment *(Existing + Project + Other)*								
TOTAL Project Area Employment	**107,269**	—	—	—	—	—	—	—

Source: County of Los Angeles 2014a; 2014b; 2022b; U.S. Census 2022b
Notes:

a. Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2019, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022b).
b. The Project uses an employment generation factor to calculate projected ACU employment. The generation factor is from the County's General Plan Buildout Methodology for "Rural Commercial/General Commercial", where 511 square feet of building area is equivalent to 1 employee (County of Los Angeles 2014b). Data on existing ACU square footage was not available at the time of NOP publication for this Draft EIR. Therefore, the Project assumes an average of 850 square feet per ACU. The 850 square foot average was arrived at based on (1) a review of existing case studies and (2) the size of allowable Accessory Dwelling Units (1200 square feet) and Junior Accessory Dwelling Units (500 square feet) where ACUs could potentially be located within the Project area.
c. The Project uses an employment generation factor to estimate projected employment as a result of buildout of the Project's facilitated "clean industrial" uses (e.g., artisan manufacturing, research and development, life sciences). As the County's General Plan Buildout Methodology does not have a corresponding employment generation factor artisan manufacturing or cleantech, a new generation factor was arrived by averaging the employment generation factors for "Industrial—Heavy/Light" (where 1,306 square feet of building area is equivalent to 1 employee) and "Office" (where 302 square feet of building area is equivalent to 1 employee) (County of Los Angeles 2014b). The resulting average generation factor is 804 square feet of industrial building area per employee.
d. The County General Plan employment projections for 2035 are only available for the Metro Planning Area, and not for each individual community (County of Los Angeles 2014a). Since the adoption of the 2035 General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: Willowbrook TOD Specific Plan and Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. These changes are reflected in the "other" employment growth projections for the Project area. For further details, please refer to Section 4.14, Population and Housing of this Recirculated Draft PEIR.
e. The General Plan estimates that total employment in 2035 would be 103,578. The "Other Employment Growth" of 47,346 was arrived at by subtracting the existing Project area employment (56,232) from the total (103,578) (County of Los Angeles 2014b).

* As discussed above in Section 3.4, Project Buildout and Assessment Methodology, approximately one year after publication of the NOP for this Project (published February 2022), the FFTOD Specific Plan was adopted in February 2023. As the FFTOD Specific Plan was not adopted at the time of NOP publication for this Project, the FFTOD is not considered an "adopted plan" for the purposes of the planned buildout projections for the Project area. This Recirculated Draft PEIR analysis buildout of RHNA parcels in Florence-Firestone recently rezoned/redesignated under the FFTOD Specific Plan to accommodate additional housing. FFTOD Specific Plan growth projections for housing, population, and employment that are beyond the growth projections associated with RHNA parcels are evaluated in this Recirculated Draft PEIR as a "future project producing related or cumulative impacts", as detailed in Table 2-14, Florence-Firestone TOD Specific Plan (Cumulative Project) of Chapter 2, Environmental Setting in this Recirculated Draft PEIR.

3.6 Discretionary Actions

The County, as lead agency for the Project, has the responsibility for reviewing, processing, and approving the Project. Anticipated approvals required to implement the Project would include, but are not limited to, the following:

- **Certification of the Program Environmental Impact Report.**
- **Adoption of General Plan Amendment No. RPPL2021011925** to establish the Metro Area Plan, which would include goals, policies, and programs for the Project area; amend the Executive Summary and Chapter 3 (Guiding Principles) of the General Plan to add Guiding Principle #6: Promote Strengths, Community Voice, and Equity Outcomes; amend Chapter 6 (Land Use Element) of the General Plan to update the land use designations table; rescind East Los Angeles Community Plan, Walnut Park Neighborhood Plan and West Athens-Westmont Community Plan; update land use policy map that utilizes the General Plan Land Use Legend as proposed by the Project; and revise Chapter 15 to add a provision authorizing staff the ability to update the pagination format and content of the General Plan administratively to incorporate all adopted changes to the General Plan.
- **Adoption of Zone Change No. RPPL2021011985** to update the zoning map to maintain consistency with the updated land use policy map; revise existing zoning map overlays to establish the Planning Area Standards District (PASD) overlay; delete the existing Willowbrook and East Rancho Dominguez CSDs, modify the East Los Angeles, West Athens-Westmont and Walnut Park CSDs boundaries, delete or modify various CSD Area Specific Boundaries, and incorporate existing Setback Districts into the updated CSD Sub-Areas; incorporate all Project proposed rezoning efforts, including proposed rezoning (for all Project-area communities, except for Florence-Firestone)[20] identified in the Housing Element, rezoning A-1 parcels to R-1 to better reflect the existing single-family residential areas, adding the new -GZ combining zone on parcels that are currently subject to the Green Zone Ordinance, and other technical clean-ups to correct mapping errors, and eliminate unnecessary split-zoning or spot-zoning.
- **Adoption of Advance Planning Project No. RPPL2022010129** to amend the FFTOD Specific Plan to allow shared kitchen complexes in certain commercial and industrial zones; and require CUPs for K-12 schools.
- **Adoption of Advance Planning Project No. RPPL2022010131** to amend the East Los Angeles 3rd Street Plan to allow ACUs on certain lots in the residential transect zones; allow shared kitchen complexes in certain commercial transect zones; clarify regulations on blade signs; and require CUPs for K-12 schools and delete the definition of "school" which is inconsistent with the Countywide definition.
- **Adoption of Advance Planning Project No. RPPL2022010133** to amend the Willowbrook TOD Specific Plan to reorganize various components of the Specific Plan so that only regulations are codified in Title 22 and technically clean up and streamline the non-regulation chapters.
- **Adoption of Advance Planning Project No. RPPL2022010143** to amend the Connect Southwest Los Angeles TOD Specific Plan to reorganize various components of the Specific Plan so that only regulations are codified in Title 22 and technically clean up and streamline the non-regulation chapters.
- **Adoption of Advance Planning Project No. RPPL2021011918** to amend Title 22 (Planning and Zoning) to allow ACUs on corner residentially-zoned lots; allow shared kitchen complexes in certain commercial and industrial zones; require CUPs for K-12 schools and establish development standards for K-12 schools, require a 20% lower-income set-aside in housing developments on certain sites rezoned or identified in the Housing Element; revise or delete six existing CSDs; establish a Planning Area Standards District (PASD)

[20] Proposed rezoning identified in the Housing Element for Florence Firestone has been implemented in accordance with the recently adopted Florence-Firestone TOD Specific Plan.

with areawide regulations and include community-specific regulations in CSDs on an as-needed basis under the PASD regulatory framework, re-categorize the Setback Districts as CSD Sub-Areas under the PASD regulatory framework; reorganize the Connect Southwest Los Angeles and Willowbrook TOD Specific Plans so that regulations and development standards are codified in a numbering system that is consistent with the rest of Title 22; amend the East Los Angeles Third Street Form-Based Code; and amend Chapter 22.418 Florence-Firestone Zones & Development Standards .

3.7 References

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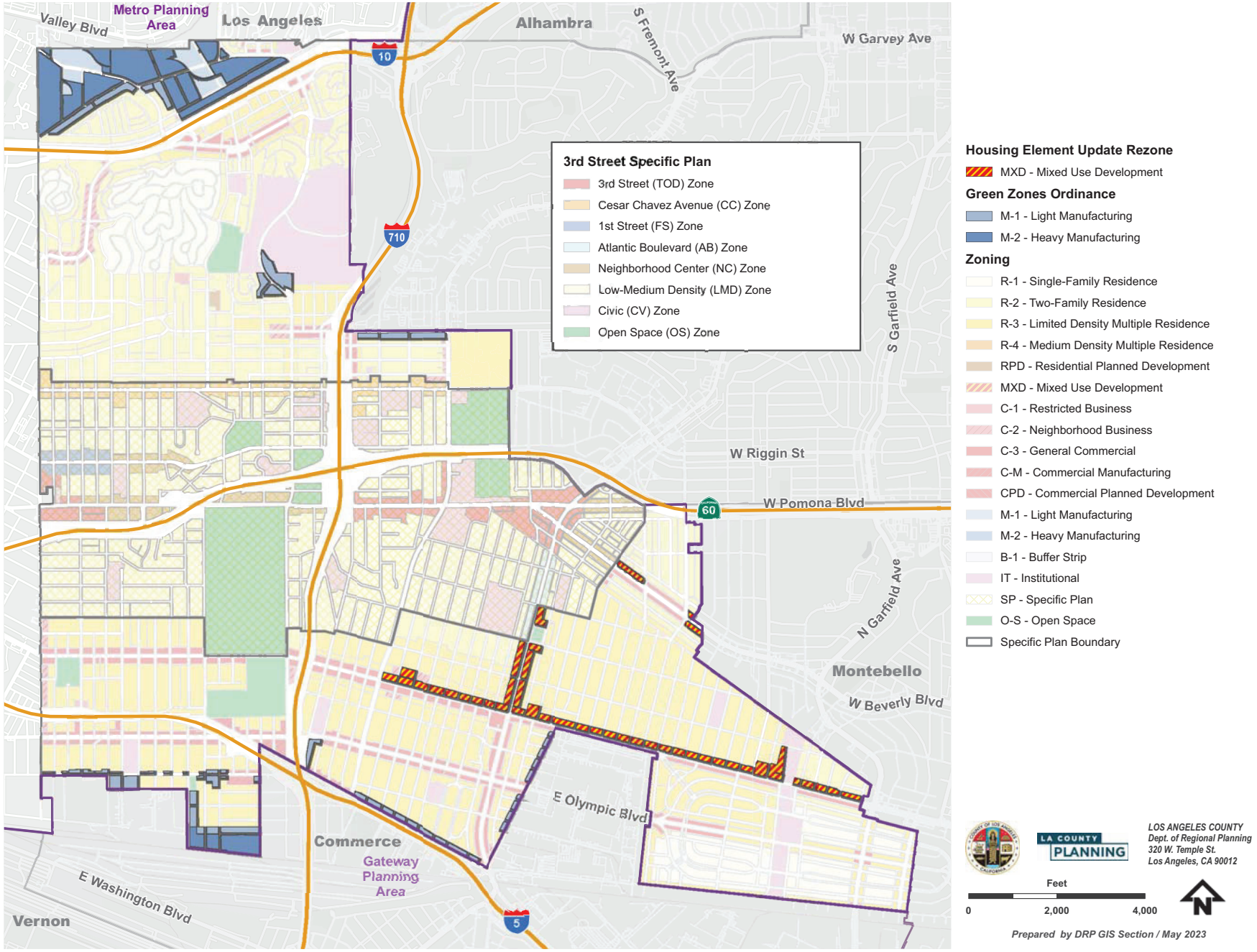

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1A

Proposed Zoning, East Los Angeles

Los Angeles County Metro Area Plan EIR

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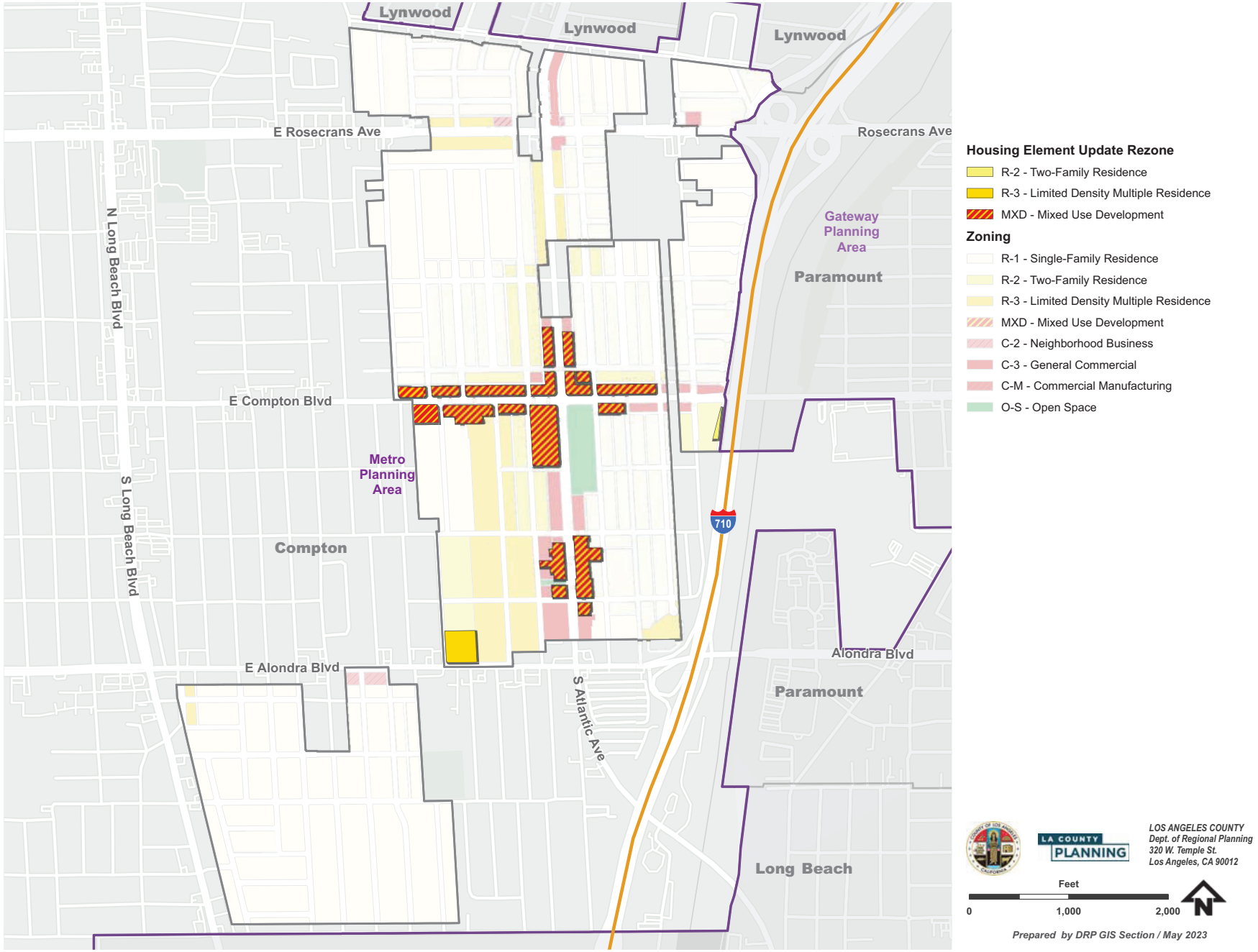

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1B

Proposed Zoning, East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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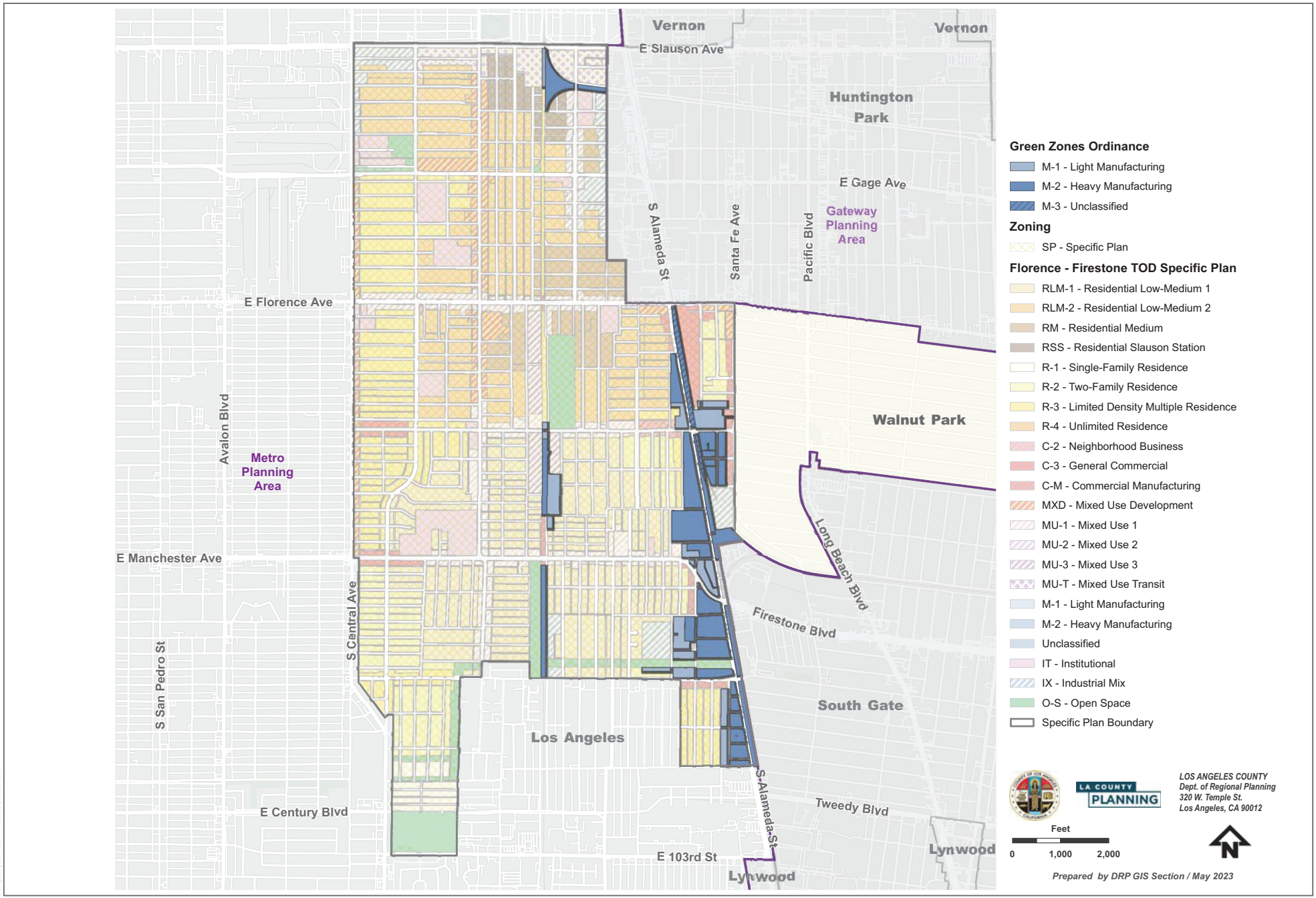

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1C

Proposed Zoning, Florence Firestone

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1D

Proposed Zoning, Walnut Park

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1E

Proposed Zoning, West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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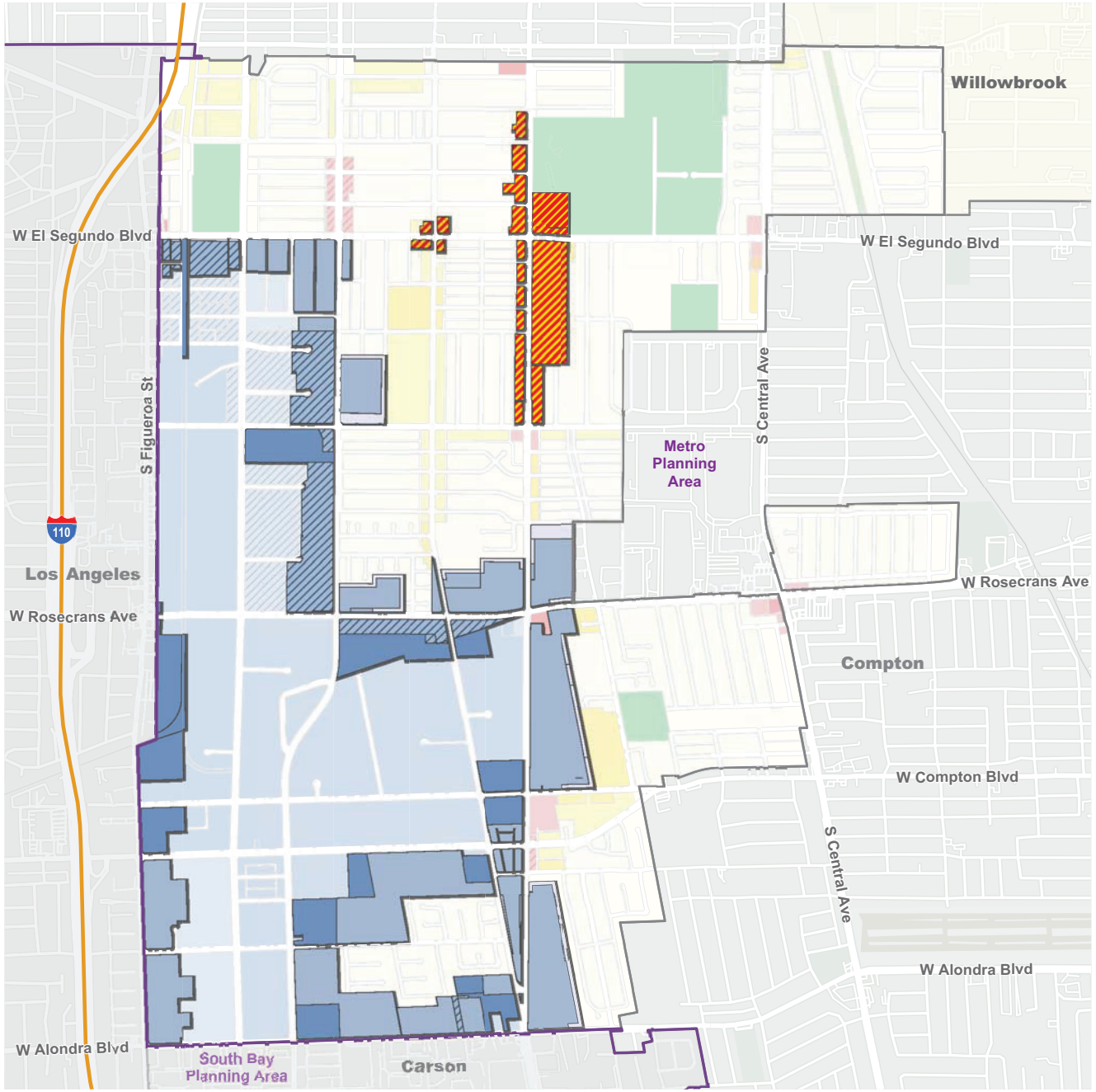

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1F

Proposed Zoning, West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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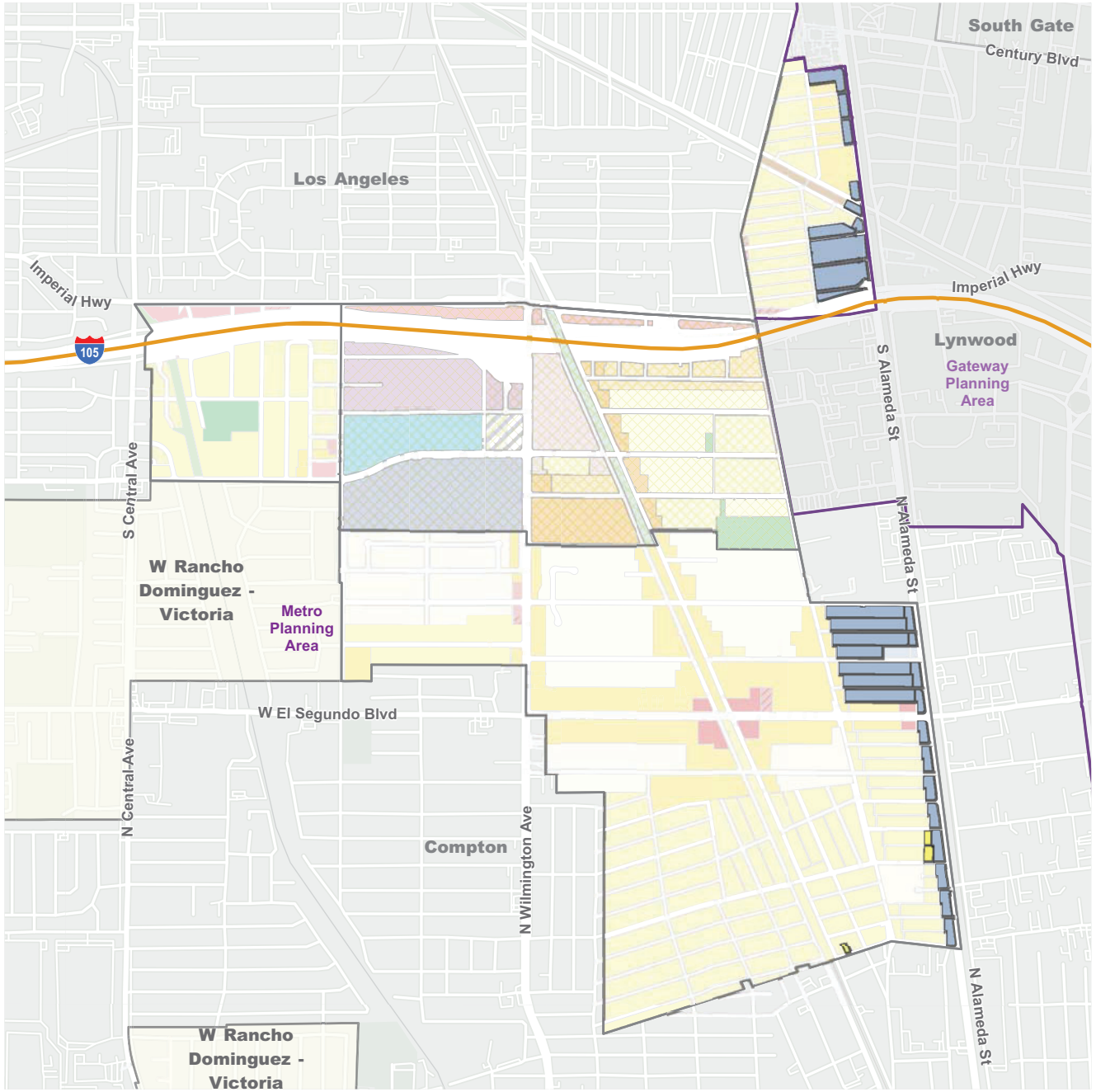

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1G

Proposed Zoning, Willowbrook

Los Angeles County Metro Area Plan EIR

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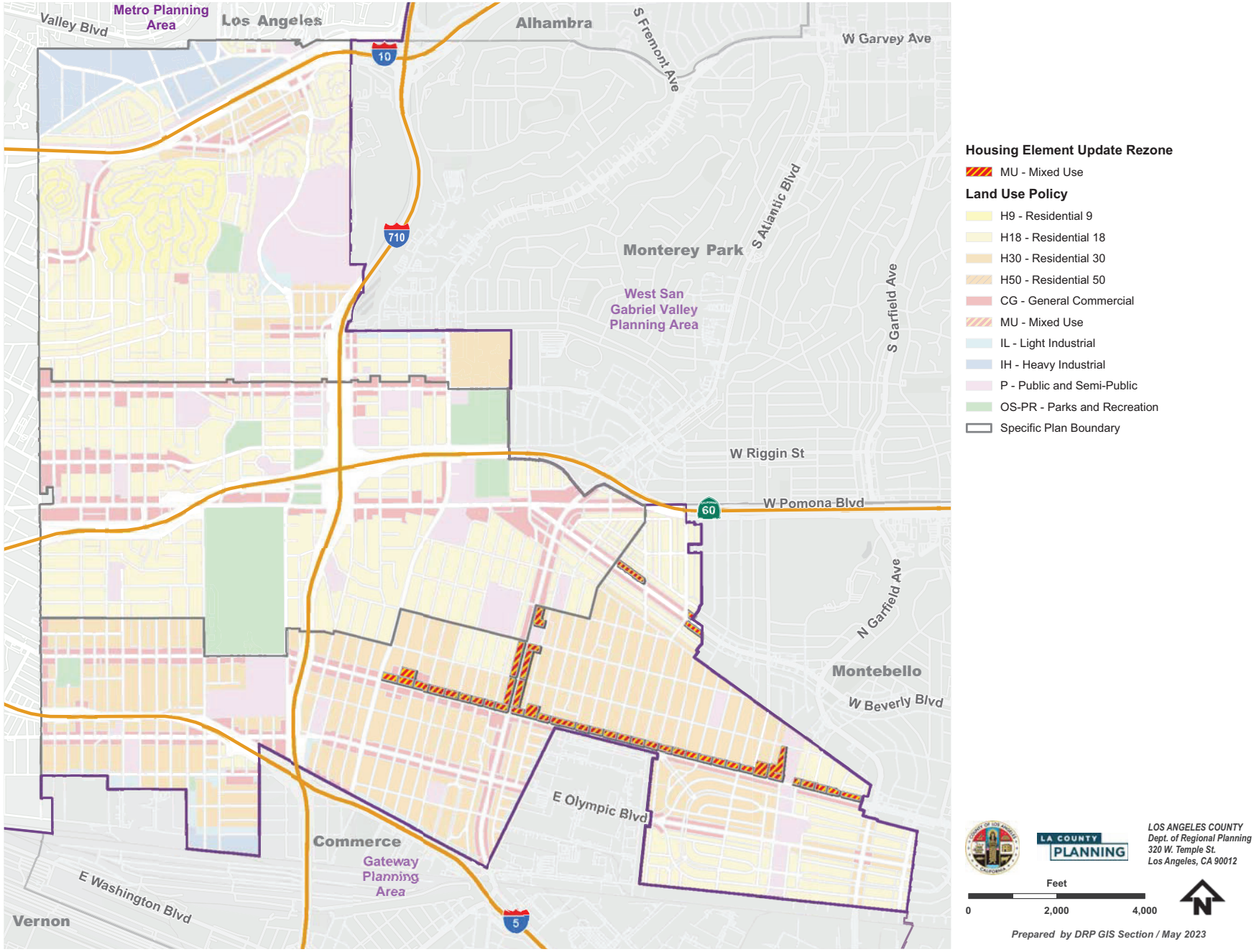

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-2A

Proposed General Plan Land Use, East Los Angeles

Los Angeles County Metro Area Plan EIR

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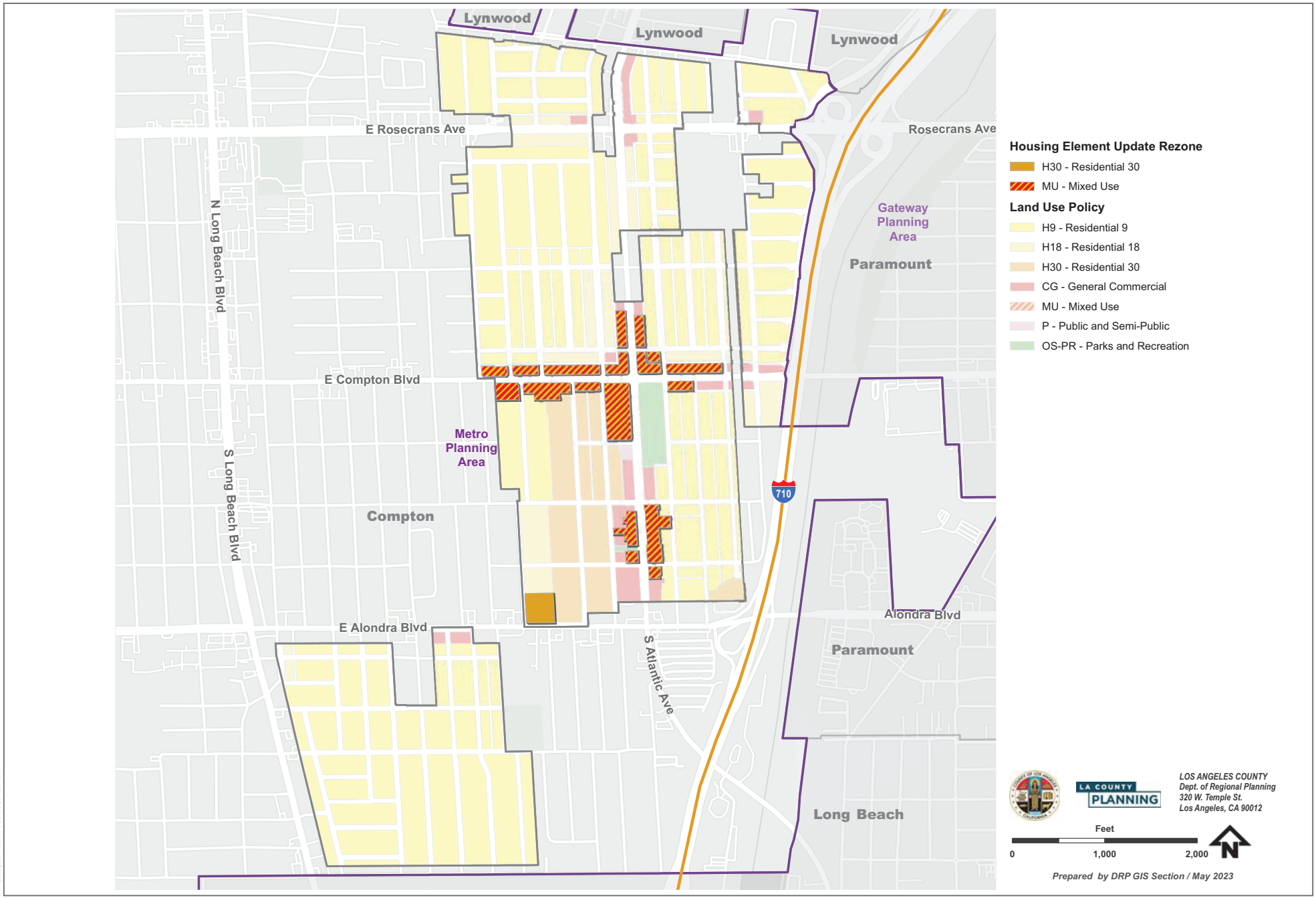

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-2B

Proposed General Plan Land Use, East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-2C

Proposed General Plan Land Use, Walnut Park

Los Angeles County Metro Area Plan EIR

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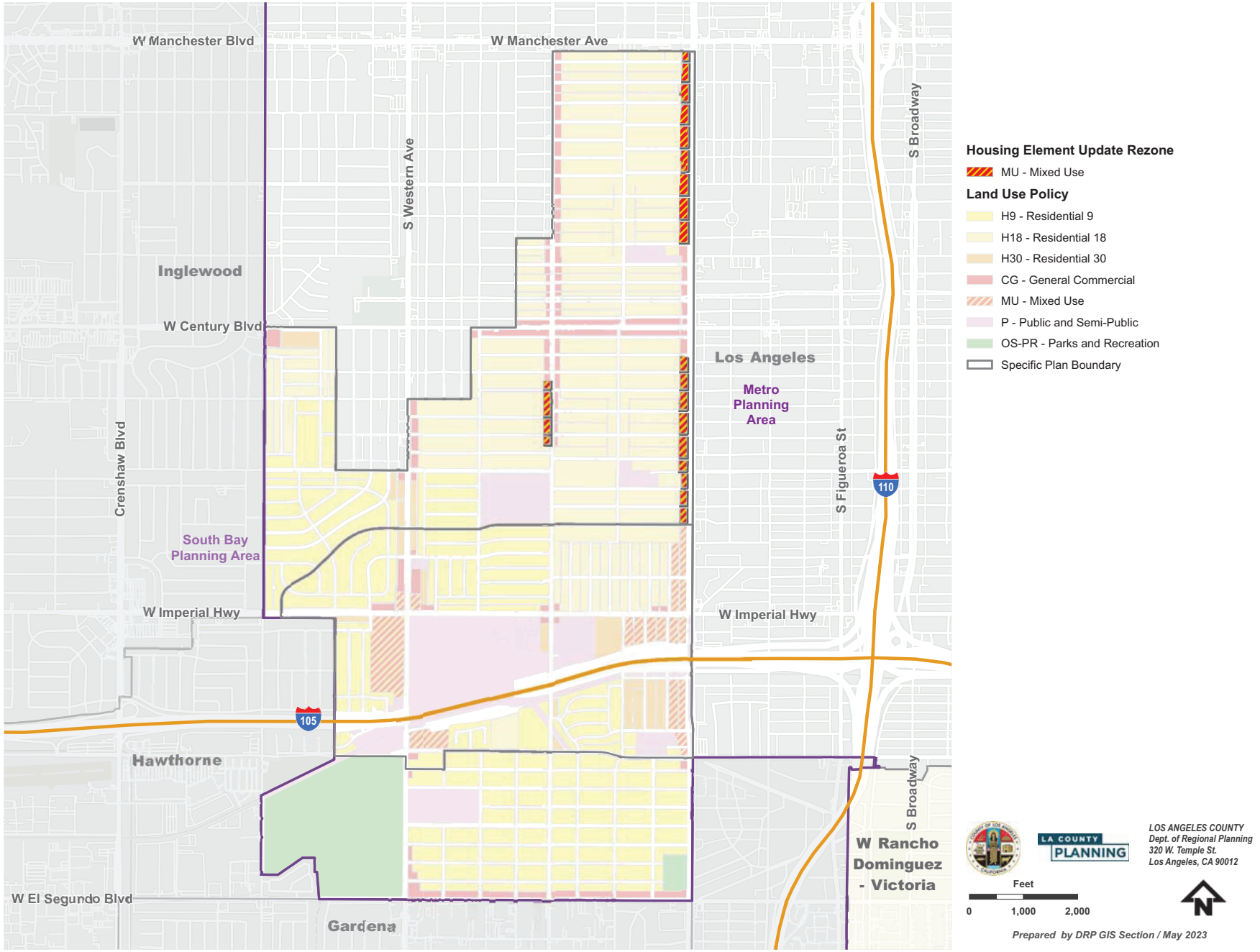

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-2D

Proposed General Plan Land Use, West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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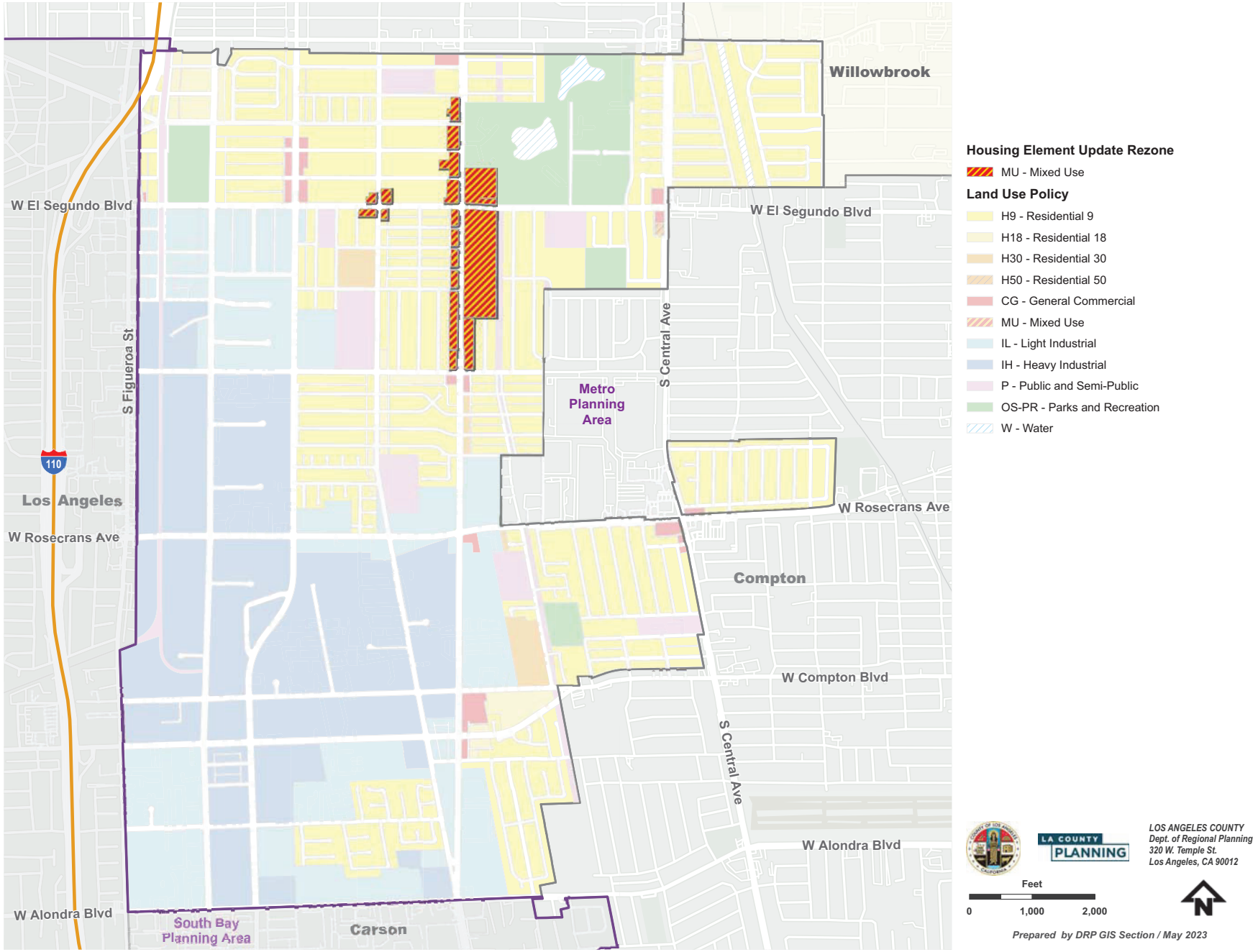

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-2E

Proposed General Plan Land Use, West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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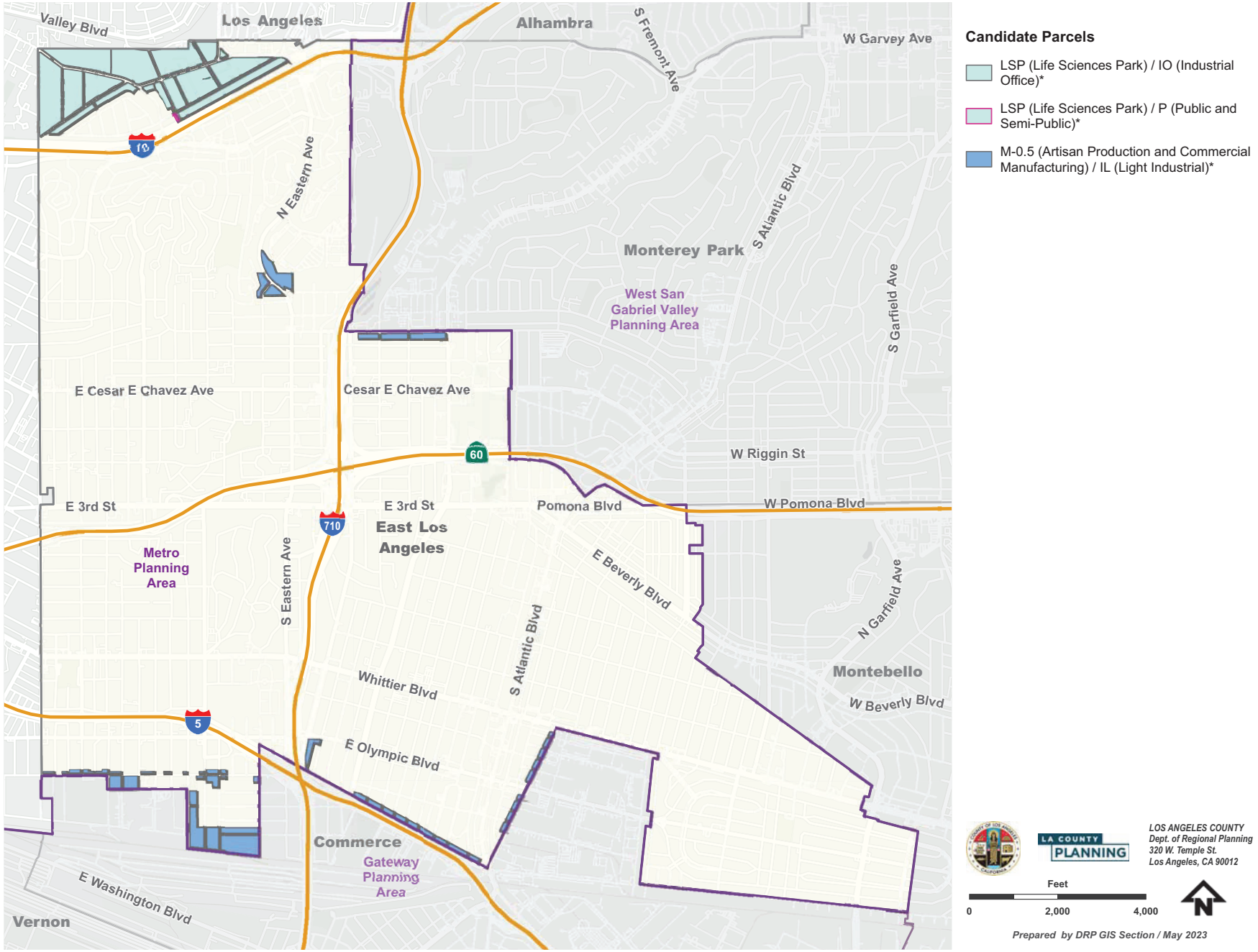

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-3A

Proposed Industrial Land Use Strategy Program, East Los Angeles

Los Angeles County Metro Area Plan EIR

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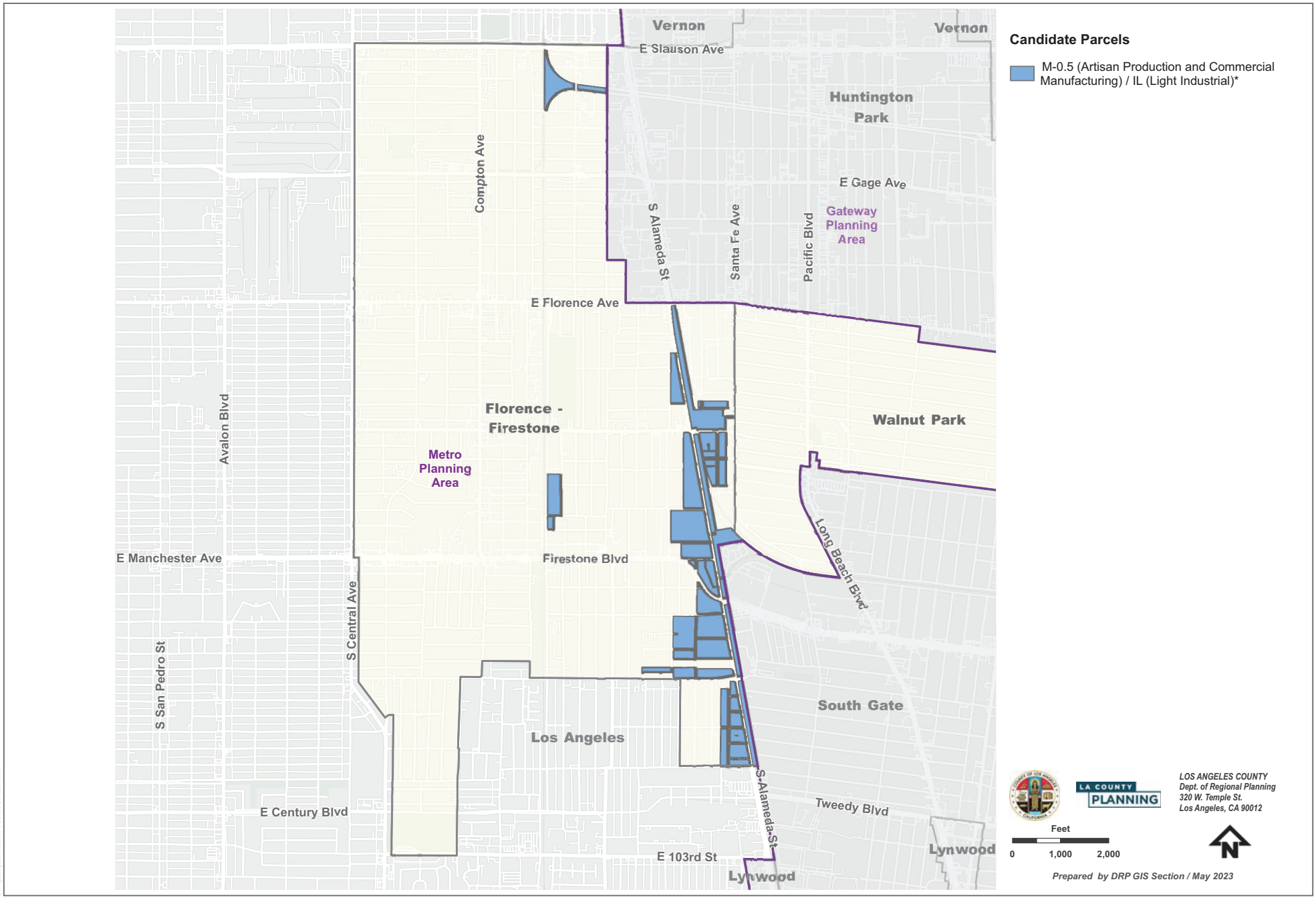

SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-3B

Proposed Industrial Land Use Strategy Program, Florence-Firestone

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-3C

Proposed Industrial Land Use Strategy Program, West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-3D

Proposed Industrial Land Use Strategy Program, Willowbrook

Los Angeles County Metro Area Plan EIR

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4 Environmental Impact Analysis

This chapter is comprised of 20 sections that contain an analysis of the Project's potential environmental effects related to the following environmental issue areas:

- Aesthetics (Section 4.1)
- Agriculture and Forestry Resources (Section 4.2)
- Air Quality (Section 4.3)
- Biological Resources (Section 4.4)
- Cultural Resources (Section 4.5)
- Energy (Section 4.6)
- Geology and Soils (Section 4.7)
- Greenhouse Gas Emissions (Section 4.8)
- Hazards and Hazardous Materials (Section 4.9)
- Hydrology and Water Quality (Section 4.10)
- Land Use and Planning (Section 4.11)
- Mineral Resources (Section 4.12)
- Noise (Section 4.13)
- Population and Housing (Section 4.14)
- Public Services (Section 4.15)
- Recreation (Section 4.16)
- Transportation (Section 4.17)
- Tribal Cultural Resources (Section 4.18)
- Utilities and Service Systems (Section 4.19)
- Wildfire (Section 4.20)

The discussions of each environmental issue area include the following subsections:

- Environmental Setting
  - Regulatory Setting
  - Existing Environmental Conditions
- Environmental Impacts
  - Methodology
  - Thresholds of Significance
  - Land Use Changes, Programs, and Policies
  - Impact Analysis
  - Cumulative Impact Analysis
  - Mitigation Measures
  - Level of Significance After Mitigation
- References

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4.1 Aesthetics

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on aesthetics, including the potential loss of existing visual resources, effects on public views, as well as light, glare and shadow impacts. A discussion of the existing visual resources in the seven unincorporated communities within the Metro Planning Area (Project area) is also included in this section to present the environmental baseline for the Project. This section describes the existing aesthetic resources within the Project area, identifies applicable regulatory requirements, and evaluates potential impacts related to implementation and buildout of the proposed Project. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan (General Plan) (County of Los Angeles 2015) and General Plan Update Draft EIR (County of Los Angeles 2014a); the California Department of Transportation (Caltrans) California State Highway System web viewer; and applicable community-based and specific plans prepared by the County's Department of Regional Planning (DRP). Other sources referenced for this section, are listed below in Section 4.1.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.1.1 Environmental Setting

4.1.1.1 Regulatory Setting

Federal

There are no federal regulations pertaining to aesthetics and scenic resources that would apply to the proposed Project.[1]

State

Senate Bill 743

In September 2013, the Governor signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 adds California Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." California PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by

[1] The existing regulatory environment includes numerous plans, policies, and programs related to the identification, designation, and preservation of historic places, landmarks, and properties, including: the National Historic Preservation Act (1966); National Register of Historic Places (1981); National Historic Landmarks Program (1982); Secretary of the Interior's Standards for the Treatment of Historic Properties (1976); and the Los Angeles County Mills Act Program. The regulatory environment as it relates to historic resources is discussed in further detail in Section 4.5, Cultural Resources of the Recirculated Draft PEIR. In accordance with Threshold 4.1-3, as there are no State Scenic Highways or California Historic Parkways within the Project area. As the Metro Area Plan is a policy document that does not propose any direct development, this section does not comprehensively address visual quality and character of historic resources within the Project area. However, the built environment analysis provided in Section 4.5, Cultural Resources, of the Recirculated Draft PEIR addresses potential concerns associated with visual integrity of historic buildings -- either through renovation of the building itself or changed landscape conditions associated with development of adjacent or nearby parcels – in the Project area. For further discussion of the Project's potential impacts to historic resources, including a list of historic places, landmarks, and properties, please refer to Section 4.5, Cultural Resources, of the Recirculated Draft PEIR.

either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." In addition, under California Public Resources Code, Section 21081.3, lead agencies are not required to evaluate the aesthetic impacts of any project that includes housing and consists of the refurbishment, conversion, repurposing, or replacement of an existing building that is abandoned, dilapidated, or has been vacant for more than a year. Aesthetic effects of projects meeting these requirements are not significant effects on the environment for purposes of CEQA.

California Streets and Highway Code

California Scenic Highway Program. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code (SHC), Sections 260 through 284. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway (scenic highway) as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a scenic highway is based on vividness, intactness, and unity of the roadway. The status of a proposed scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification from Caltrans that the highway has been officially designated a scenic highway.

The State Scenic Highway System also includes a system of California Historic Parkways (historic parkways) (SHC Sections 280 through 284). Pursuant to SHC Section 280, historic parkways must meet all of the following criteria:

1. The original construction was completed prior to 1945.
2. The department or the Office of Historic Preservation in the Department of Parks and Recreation announces or recognizes features of historical significance, including notable landmarks, historical sites, or natural or human achievements that exist or that occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes.
3. Any portion of the highway or corridor is bounded on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses.
4. Any portion of the highway is traversed, at the time of designation and by the department's best count or estimate using existing information, by not less than 40,000 vehicles per day on an annual daily average basis.

There are no designated scenic highways or historic parkways in the Project area (Caltrans 2022). The nearest historic parkway, the Arroyo Seco Parkway (Parkway), is located approximately 2 miles to the northwest of the Project area (Caltrans 2022). The nearest officially designated scenic highway, SR-2 from La Cañada east to the San Bernadino County line, is located approximately 11 miles north of the Project area (Caltrans 2022). The nearest

eligible scenic highway, I-210 from SR-134 northwest to the I-5, is located approximately 6 miles to the north of the Project area (Caltrans 2022). Due to distance, intervening terrain, and intervening development, views to the Project area are not available from the Parkway, I-210, an/or SR-2.

California Code of Regulations

California Building Code Standards. Title 24, California Building Standards Code (CBC), of the California Code of Regulations consists of regulations to control building standards throughout the state. Title 24, Part 1, California Building Code, 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 contained 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 that have been adopted to address particular California concerns.

The California Building Code and California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress, while the California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. The California Building Code and California Electrical Code are adopted and incorporated by reference into Titles 26 and 27, respectively, of the Los Angeles County Code.

California Green Building Standards Code

Chapter 5 of the California Green Building Standards Code (CALGreen) includes nonresidential mandatory measures. Measure 5.106.8, Light Pollution Reduction, require outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. CALGreen is adopted and incorporated by reference into Title 31 of the Los Angeles County Code.

California Vehicle Code

Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers. According to Section 21466.5, no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway.

Local

Los Angeles County Code

The following sections of the Los Angeles County Code (County Code) are applicable to visual resources in the Project area.

Title 22, Planning and Zoning. Title 22 (Zoning Code) describes the development standards that apply to each zone (e.g., height limits, setbacks, etc.). Chapter 22.18 (Residential Zones) contains provisions that regulate the uses that are

permitted in residential zones, as well as the development standards that apply in those zones. Chapter 22.22 (Industrial Zones) contains provisions that regulate the uses that are permitted in industrial zones, as well as the development standards that apply in those zones. Chapter 22.110 (General Site Regulations) contains development standards and site regulations applicable to all zones, including requirements pertaining to height limits, fences and walls, required yards, and setbacks. Provisions related to outdoor lighting and glare are included in Chapter 22.162 (Development Agreements), Chapter 22.158 (Conditional Use Permits), Section 22.140.410 (Outdoor Dining), Section 22.140.570 (Single-Family Residences) and within Division 10 (Community Standards Districts). Section 22.26.030 (Mixed Use Development Zone), in addition to development standards related to height, bulk, setbacks, landscaping, and pedestrian character, also allows for modifications to specific development standards that would result in better quality development by preventing casting of a permanent shadow on adjacent residences. Other aesthetic-related provisions applicable to the Project and contained in the Zoning Code, including provisions related to signs, oak tree preservation, and hillside areas, are listed and discussed in further detail, below.

Chapter 22.174, Oak Tree Permits. Chapter 22.174 of the Zoning Code was established to recognize oak trees as significant aesthetic, historical and ecological resources, and establishes permitting requirements for removal of protected oak trees. The stated goal of the Oak Tree Permits is to preserve and maintain healthy oak trees in the development process.

Section 22.158, Conditional Use Permits. Where other portions of the County Code have established standards that would trigger the necessity of a Conditional Use Permit (CUP), Section 22.158 (Conditional Use Permits) contains regulations that pertain to the County's review of such permits. This section establishes that the purpose of CUPs is to allow for special consideration where particular project characteristics exist relating to the project's size, technological process or type of equipment, or because of its location with reference to surroundings, street or highway width, traffic generation or other demands on public services. Provisions in Section 22.158 ensure that development projects subject to review associated with a CUP are consistent with applicable development standards and thereby, consistency with other developments held to those same standards, including standards pertaining to aesthetic quality.

Chapter 22.72, Setback Districts. This section of the zoning code establishes Setback Districts in areas of Walnut Park, West Athens-Westmont, East Los Angeles. Setbacks established for these districts range from 10 to 20 feet. Every lot in a Setback District must conform to the building setbacks established by Chapter 22.72, except where a subject lot adjoins another lot that fronts on the same highway, parkway, or street that has a lesser setback or yard, the building setback shall be the average of the building setbacks or yards of the adjacent lots on both sides of the subject lot (Zoning Code Section 22.72.040). The Project would amend the Zoning Code to remove the setback districts applicable to East Los Angeles, Walnut Park, and West Athens-Westmont and incorporate existing setbacks into the proposed Metro Area Plan Planning Area Standards District (PASD) chapter of the Zoning Code and/or the amended CSD development standards for East Los Angeles, West Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook.

Chapter 22.104, Hillside Management Areas. Hillside Management Areas (HMAs) were established to ensure that development preserves the physical character and scenic value of areas of the Project Area with a natural slope of greater than 25 percent. In order to accomplish this, provisions relating to HMAs encourage protecting scenic hillside views and conserving natural hillside character.

Chapter 22.134, Sensitive Uses Adjacent to Industrial, Recycling or Solid Waste, or Vehicle-Related Uses. Per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses, as defined by the County (see "Green Zones Program" below), would be required to adhere to specifications if siting sensitive uses within

500 feet of an existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping as recommended by Public Works, Building and Safety Division, and CARB.

Chapter 22.114, Signs. regulates the design, siting, and maintenance of signs in the Project area. These regulations are intended to provide standards for the protection of property values, visual aesthetics, and the public health, safety and general welfare of citizens, while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively.

Division 10, Community Standards Districts: As discussed above, Community Standards Districts (CSDs) are established by the County as supplemental districts to implement special development standards. CSDs also provide a means of addressing issues that are unique to certain areas within the County. Division 10 of the Zoning Code contains development standards for the East Los Angeles CSD, East Rancho-Dominguez CSD, Walnut Park CSD, West Athens-Westmont CSD, West Rancho Dominguez-Victoria CSD, and Willowbrook CSD communities located within the Project area. These regulations are intended to ensure compatibility with surrounding environments and reduce potentially negative aesthetic impacts related to new development, including provisions concerning building design and quality, building height and density, fencing, landscaping, yards and setbacks, signage, outdoor lighting, preservation of existing neighborhood character, and beatification of building frontages, and public infrastructure (including features such as transit stations, streets, walkways, and bike paths). As part of the Project, the existing CSDs applicable to East Los Angeles, West Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook would be rescinded, revised (as applicable), and incorporated into the Project's proposed PASD chapter of the Zoning Code.

Chapter 22.84, Green Zones Program**.** The County's Green Zones Program aims at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. All seven unincorporated Project area communities are identified as Green Zone Districts. The Green Zones Program includes a new definition for "sensitive use", which is "…a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards, including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence" (County of Los Angeles 2022a).

All uses identified in Zoning Code Section 22.84.030(A), including industrial and vehicle-related uses, when sited within 500 feet of a sensitive use are subject to development standards provided in Zoning Section 22.84.030(C), intended to reduce adverse aesthetics impacts to sensitive uses and/or receptors such as residences, schools, and healthcare facilities. These standards include required landscaping buffers, building setbacks and heights limits, storage procedures of materials, vehicles, or equipment, enclosures, solid walls, fencing materials, siting of buildings and vehicular access areas (i.e., driveways, loading docks, etc.) away from sensitive uses (as feasible). For example, a minimum of a 10-foot setback must be provided along the property lines adjacent to sensitive uses, while any new building or structures, or any portion proposed for additions, excluding chimneys, rooftop antennas, roof-mounted solar panels, or other rooftop equipment including HVAC units, air purifiers, etc., mush set back the portion of the building or structure one additional foot for every foot above 35 feet in height, up to a maximum height of 45 feet (Zoning Code Section 22.84.040[C][2]).

Pursuant to Zoning Code Section 22.84.040(C)(1)(b), Landscaping on Street Frontage, solid walls are required along street frontages and must be set back by landscaping of a minimum of five feet in depth. Stored materials must be set back at least 10 feet from required perimeter walls or the length equal to the wall height, whichever is greater, and the area between the stored materials and the wall may be landscaped (Zoning Code Section 22.84.040[C][1][c]). Any materials, vehicles, or equipment that are stored outdoors must not exceed the height of the surrounding wall, must be fully contained within the property boundaries, and must not spill over onto public rights-of-way (Zoning Code Section 22.84.040[C][1][c][i]). The landscaping must be verified on a landscaping plan submitted to the County and include the following measures to reduce or avoid potentially adverse impacts to aesthetics (Zoning Code Section 22.84.040[C][1][b]):

- One 15-gallon tree for every 100 square feet of landscaped area shall be planted and spaced 10 feet apart. The remaining area shall also be landscaped with grass, shrubs, or bushes, etc. All plants provided for required landscaping shall be drought-tolerant and include only non-invasive plant species.
- The landscaping shall be maintained in a healthy condition with appropriate watering, pruning, weeding, fertilizing, and litter removal. Trees shall be planted in locations that maintain the required lines of sight for safe pedestrian and vehicular movement and shall not cause root damage to the sidewalk or other public infrastructure, to the satisfaction of Public Works.
- Trees shall be selected from the Tree Species List maintained by the Director of Public Works.

Section 22.84.030(B), Additional Findings. When a CUP or Minor CUP is required pursuant to Green Zone District standards, the proposed use, development of land, and application of development standards must be arranged to prevent adverse effects related to aesthetics and minimize impacts on nearby sensitive uses.

Los Angeles County 2035 General Plan

The following provides a summary of the applicable aesthetics-related General Plan goals and policies that pertain to the Project, and is not a comprehensive list:

Goal LU 7 Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.1 Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.

Policy LU 7.2 Protect industrial parks and districts from incompatible uses.

Goal LU 10 Well-designed and healthy places that support a diversity of built environments.

Policy LU 10.2 Design development adjacent to natural features in a sensitive manner to complement the natural environment.

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 10.5 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.

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.

Goal C/NR 13 Protected visual and scenic resources.

Policy C/NR 13.1 Protect scenic resources through land use regulations that mitigate development impacts.

Policy C/NR 13.2 Protect ridgelines from incompatible development that diminishes their scenic value.

Policy C/NR 13.3 Reduce light trespass, light pollution and other threats to scenic resources.

Policy C/NR 13.4 Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.

Policy C/NR 13.6 Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.

Policy C/NR 13.8 Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Policy C/NR 13.9 Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible:

- Public safety and the protection of hillside resources through the application of safety and conservation design standards;
- Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses and SEAs [Significant Ecological Areas].

Policy C/NR 13.10 To identify significant ridgelines, the following criteria must be considered:

- Topographic complexity;
- Uniqueness of character and location;
- Presence of cultural or historical landmarks;
- Visual dominance on the skyline or viewshed, such as the height and elevation of a ridgeline; and
- Environmental significance to natural ecosystems, parks, and trail systems.

Goal C/NR 14 Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.3	Support the preservation and rehabilitation of historic buildings.
Policy C/NR 14.5	Promote public awareness of historic, cultural, and paleontological resources.
Policy C/NR 14.6	Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community-Based Plans and Specific Plans

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The seven communities that comprise the Metro Planning Area are subject to a patchwork of existing regional and local regulatory planning documents, often with overlapping policies and regulations. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park date to the 1980s, prior to the most recent General Plan update which occurred in 2015. Other plans, such as the applicable Project area TOD specific plans, were adopted more recently, and therefore reflect the contemporary land use and planning goals established in the current General Plan.

The existing community and TOD specific plans currently applicable to the Project area are listed and discussed in Table 2-3. Existing Project Area Regulatory Setting, in Chapter 2, Environmental Setting, of the Recirculated Draft PEIR. Brief summaries of the more contemporary community and specific plans that, upon implementation of the Project, would be applicable to communities within the Project area, are provided below. Note that there are no contemporary community or TOD specific plans applicable to East Rancho Dominguez, West Rancho Dominguez-Victoria, or Walnut Park.

East Los Angeles 3rd Street Transit Oriented District (TOD) Specific Plan. The East Los Angeles 3rd Street Transit Oriented District (TOD) Specific Plan (3rd Street Plan) guides and fosters transit-supportive development around the Metro L (Gold) Line stations, as well as stabilizes and enhances the adjoining residential neighborhoods. A primary objective of the 3rd Street Specific Plan is to facilitate the transformation of the Metro light rail station areas along the 3rd Street corridor into "transit centers" with vibrant mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. The 3rd Street Specific Plan establishes development standards and strategies to encourage and support a sustainable, transit-supportive, pedestrian-friendly, and economically vibrant community and utilizes a form-based development code to guide new development. Form-based codes are an innovative alternative to conventional zoning that focus on the form of buildings rather than the separation of land uses. Form-based codes include specifications of what uses are permitted in a building or zone, but the attention is on the physical character of development, particularly how it relates to the public realm. Goals and policies of the 3rd Street Specific Plan include enhancing and preserving East Los Angeles' distinctive community character, providing quality housing for a diverse range of income levels; encouraging the integration of public art in private and public development, establishing attractive neighborhood gateways, and improving maintain the communities tree canopy, landscaping, and green spaces (County of Los Angeles 2014b).

Florence-Firestone Community Plan. The Florence-Firestone Community Plan is a policy document to guide the future development, conservation, and maintenance of the Florence-Firestone community. The Florence-Firestone Community Plan articulates a vision and provides policies to guide land use decisions made by property owners, developers, planners, businesses, agencies, and others. Key policies of the Florence-Firestone Community Plan

revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The Florence-Firestone Community Plan implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources (County of Los Angeles 2019a).

As part of the proposed Project, the Florence-Firestone Community Plan would be rescinded, and its goals and policies absorbed into the Metro Area Plan. As such, the Florence-Firestone Community Plan goals and policies pertaining to aesthetics are reflected in the Project goals and policies listed in Section 4.1.2.3, Land Use Changes, Programs, and Policies. Additionally, the FFTOD Specific Plan implements policies in the existing Florence-Firestone Community Plan by providing new design standards and implementation actions to support TOD development.

Florence-Firestone TOD Specific Plan. The Florence-Firestone TOD (FFTOD) Specific Plan, adopted in February 2023, will be used by the Florence-Firestone community residents, business and property owners, developers, designers, County staff, and decision-makers in the review of proposed development projects in Florence-Firestone. The FFTOD Specific Plan implemented the General Plan Housing Element programs and policies by rezoning/redesignating parcels to accommodate additional residential development, as required by the state. The FFTOD Specific Plan also established objective development standards such as the appropriate density, intensity, building height, and setbacks by zone; provided additional design standards such as pedestrian design, building design, open space, landscaping, and parking for all zones; modified county-wide base zones applicable in Florence-Firestone; identified multi-modal improvements to support walking, bicycling, and transit use in balance with private vehicles; and addressed infrastructure requirements associated with future development (County of Los Angeles 2022b). Through future development projects, the zoning regulations, development, and design standards established by the FFTOD Specific Plan will help improve the visual environment of Florence-Firestone.

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA Specific Plan) provides comprehensive direction for development that implements the goals and policies of the General Plan, and its vision for the TOD priority areas in West Athens-Westmont. Connect Southwest LA also lays the foundation to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation with an emphasis on transit, walking, and bicycling. Furthermore, Connect Southwest LA Specific Plan provides ways to expand opportunities for new, compact development that is sensitive to the existing development character. Chapter 4, Development Standards, of Connect Southwest LA provides standards to regulate the development of buildings, streets, and public spaces with a focus on the physical, built environment including the relationship between the private and public realm (County of Los Angeles 2019b). Connect Southwest LA Specific Plan includes policies, development standards, and design guidelines that are in line with the plans' guiding principles, which include: accommodating uses in proximity to the Metro light rail station, along major streets, and at significant intersections; improving access to the transit station for all users; creating safer and more inviting spaces with design and programmatic improvements; and ensuring compatible development that respects and responds to the existing scale and density of adjacent neighborhoods (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. Willowbrook TOD Specific Plan covers an approximately 312-acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line. The Willowbrook TOD Specific Plan sets forth a planning framework intended to concentrate residential and

employment-generating uses proximate to the Willowbrook/Rosa Parks Station. Consistent with the goals and policies outlined in the General Plan, the Willowbrook TOD Specific Plan encourages and/or supports: the provisioning of transit-oriented development; appropriate preservation of existing neighborhoods; improvements to the public realm (Including providing shade trees and enhancing public infrastructure. Including the Willowbrook/Rosa Parks Metro rail station); and projects that enhance the character of the Willowbrook community (County of Los Angeles 2018).

4.1.1.2 Existing Environmental Conditions

This section generally describes the Project area and, where applicable, the areas identified to support new housing, new commercial activities within residentially zoned parcels (i.e., Accessory Commercial Units [ACUs]),[2] and candidate parcels where new cleaner industrial uses would be considered under the proposed Industrial Land Use Strategy Program (Industrial Program).

Metro Planning Area

According to the County's General Plan, the Metro Planning Area is located in the geographic center of the County.[3] This Metro Planning Area is home to and heavily defined by its proximity to Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington D.C. The majority of the Metro Planning Areas is relatively flat and built out and is characterized as an urbanized realm featuring numerous single and multistory structures generally distributed in a grid organization There are no large areas of natural open space. All open space areas are contained with parks and recreational areas. The Los Angeles River and the Compton Creek tributary flow through portions of the Metro Planning Area; however, they are largely channelized (County of Los Angeles 2015a). The communities of the Metro Planning Area are often bifurcated by highways and light-rail lines and contain a mix of primarily commercial, mixed use, industrial, multi-family residential, and single-family residential land uses. Overall, Metro Planning Area generally exhibits a highly urbanized, built out character.

Project Area

Located within the broader Metro Planning Area, the Project area and surrounding incorporated cities have been largely built out since at least the mid-1940s. As discussed in Chapter 2, Environmental Setting of this Recirculated Draft PEIR, the Project area is dominated by residential land uses throughout each of its seven communities with a variety in distribution of non-residential land-uses, including commercial, industrial, and public uses (e.g., parks, libraries, schools, medical institutions, and others). Most development in the Project area can be characterized as infill[4] . While industrial use is only supported within four of the seven Project area communities, the nature and scale of industrial development within the Project area can create a striking visual impact, particularly as many of

[2] Accessor Commercial Units (or ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets (*tienditas*), cafes, or in-home businesses, within residential-only zones.

[3] As discussed in the introduction to this section, the Metro Planning Area is one of the 11 Planning Areas of the County, which, in addition to unincorporated County communities, also includes portions of the cities of Los Angeles and Compton. The Project area is located within the broader Metro Planning Area but is only inclusive of the seven unincorporated County communities.

[4] The term "infill development" refers to building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. According to the Governor's Office of Planning and Research (OPR), "Infill development is critical to accommodating growth and redesigning our [urban areas] to be environmentally- and socially-sustainable" (OPR 2022).

the communities have residential development located immediately adjacent to industrial zones and activities, including drilling operations for oil and natural gas and other heavy manufacturing practices.

There are also many highways and high-traffic transportation corridors located within or adjacent to the Project area, however, none of these highways are officially designated (or are otherwise eligible to be designated) as scenic highways or historic parkway pursuant to California's Scenic Highway Program and the SHC (Caltrans 2022). For a discussion of some of the health concerns associated with industrial development and proximity to highways within the Project area, refer to section 4.3, Air Quality, of this Recirculated Draft PEIR.

A historic parkway (Arroyo Seco Parkway) is located in the Project area and is approximately 2 miles to the northwest of East Los Angeles (Caltrans 2022; the Parkway is a component of the State Scenic Highway System).[5] The Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two historic parkways in California. Views from the Parkway are primarily of adjacent low- and mid-rise commercial and residential urban development. Due to existing topography and the surrounding bult environment, the Project area is not visible from the Parkway.[6]

As described, the Project area is heavily urbanized, and the lighting present throughout all the unincorporated communities is typical of other urban environments, which includes streetlights, commercial signage, vehicle lights, parking lot lights, and building lights.

Physiographically, the Project area is in the central portion of the of the greater Los Angeles Basin, which is bounded 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. Hillsides play a role in physically defining several distinct areas within the Project area, including the Repetto Hills area in northern East Los Angeles, and the Rosecrans Hills area in southern West Athens-Westmont. Refer to Section 4.7, Geology and Soils, of this Recirculated Draft PEIR for a more complete discussion of hillsides and the general topography of the Project area.

While there are several isolated HMA's in the Project areas, the General Plan does not identify any significant ridgelines (Count of Los Angeles 2015b). In a landscape otherwise dominated by built environment, even small parks and/or green spaces can provide valued visual relief to residents and members of the public. Each community in the Project areas contains at least one park, although some communities are much richer is park space than others. Overall, the Project area is lacking in park acreage compared to the County as a whole (DPR 2016). (For a complete list of parks and recreational facilities located within the Project area, refer to Section 4.16, Recreation, of this Draft EIR.). Additionally, while there is an existing regional trail located to the east and adjacent to the Project area community of East Rancho Dominguez, the trail is not located within the Project area (DPR 2016).

To address park needs in the Project area, the Los Angeles County Department of Parks and Recreation has approved plans to construct several new parks, including the 92nd Street Linear Park, a 5.5-acre park in Florence-Firestone anticipated to be completed in 2023. Other approved parks or park improvement projects include Walnut Park Pocket Park (Walnut Park), 95th & Normandie Pocket Park (West Athens-Westmont), and the Salazar Park Parkwide Modernization project (East Los Angeles). Additionally, in accordance with existing, approved County implementation programs (e.g., Green Streets Projects and Green Alley Projects) the County will continue to construct "green infrastructure" in appropriate Project-area locations, which incorporates vegetation (e.g., perennials, shrubs, trees), soil, and other engineered systems to slow, filter, and cleanse stormwater runoff from

[5] The Arroyo Seco Parkway is frequently referred to as the Pasadena Freeway, which is the section of I-110 lying between milepost 25.7 and milepost 31.9 (SCH Section 283).

[6] As illustrated in Figure 1, Project Location, of this Draft EIR, East Los Angeles represents the northernmost extent of the Project area.

impervious surfaces (e.g., streets, sidewalks) (LASAN 2023). These existing projects and programs will improve the visual environment of the Project area through development of parks and other green-space features.

Although per the County's General Plan there are no officially designated significant ridgelines or other identified scenic resources in the Project area, this analysis considers locally valuable visual resources within the Project area, which may include distant mountain ranges, the downtown Los Angeles skyline, local hillside areas, and parks. The visual character of each of the Project area's seven unincorporated communities is summarized below:

East Los Angeles

Located east of the City of Los Angeles' Boyle Heights neighborhood, and adjacent to the cities of Monterey Park, Montebello, and Commerce, the community of East Los Angeles community is one of the largest and most urbanized in central Los Angeles County. The topography of most of East Los Angeles is relatively flat to gently sloping; however, the Repetto Hills in the northern portion of the community include some localized steep slopes (e.g., greater that 25%) which would be considered County HMAs (County of Los Angeles 2015a). East Los Angeles is almost entirely built out, with Belvedere Community Regional Park, located just north of State Route (SR-) 60, remaining as one of the last large, undeveloped pieces of land in the community.

East Los Angeles has sub-communities within it that have their own boundaries and development patterns. Residential development throughout is typically dense and includes a mix of single- and multi-family residential neighborhoods. Some of the historic neighborhoods associated with East Los Angeles are Maravilla Park, Belvedere Gardens, Eastmont, Bella Vista, and City Terrace. The diverse environment of the community is characterized by multiple cemeteries (including the Calvary Cemetery and Mortuary), parks, schools, religious, civic, and commercial buildings; however, the visual landscape of East Los Angeles is also dominated by multiple highways. The major division of the community by highways are by Interstate (I) 710, which runs north to south, and SR-60, which runs west to east. While there are several additional highways and major corridors within the vicinity, East Los Angeles does not contain any portion of, nor is within the viewshed of, a designated or eligible scenic highway (Caltrans 2019).

East Rancho Dominguez

Located in the southeast corner of the Metro Planning Area, the community of East Rancho Dominguez lies west of the I-710 freeway and adjacent to the cities of Compton and Paramount. Residential uses lining interior streets throughout the community create a cohesive residential character despite the community's somewhat disjointed boundaries and presence of major transportation facilities. Apartment complexes and small commercial businesses are established on the section's north and west boundaries. The central area's cohesiveness and walkability are negatively impacted by the major transportation routes, including east-to-west oriented Rosecrans Avenue and East Compton Avenue, and north-to-south running Atlantic Avenue. East Rancho Dominguez Park, a five-acre, rectangular park located directly east of Atlantic Avenue and south of Compton Boulevard, includes a mix of single-story buildings, recreational amenities (e.g., basketball courts, tennis courts, and play structures), and a large turf area featuring picnic tables and perimeter trees. Immediately east of the I-710, which defines much of the community's eastern boundary, lies a channelized portion of the Los Angeles River. The regional Los Angeles River Trail runs along the eastern bank of the Los Angeles River from the City of Arcadia in the north to the City of Long Beach in the south. Where the trail passes East Rancho Dominguez, low-profile single-family housing and scattered trees line are often visible beyond the broad river channel and I-710.

Florence-Firestone

Florence-Firestone is an urbanized community located approximately 6 miles south of downtown Los Angeles. The area is bound by the City of Los Angeles to the north, south, and west and bound by the cities of Huntington Park and South Gate (and the unincorporated community of Walnut Park) to the east. Major highways and thoroughfares, including SR-42 (Firestone Boulevard), East Florence Avenue, East Slauson Avenue, South Central Avenue, and South Alameda Street, either bind or bisect the community. Featuring relatively flat topography, the community is generally laid out in a grid system of streets. The Metro A (Blue) Line runs the length of the community and essentially splits into east and west subareas. The urban environment is developed with a mix of use types as varying densities. Residential development includes a mix of single- and multi-family housing. A history of eclectic zoning patterns has resulted in areas mixed with commercial, residential, and industrial developed properties. There are no designated scenic highways, significant ridgelines, or other identified scenic resources within the community, however, an existing pedestrian bridge over the Metro A (Blue) Line tracks at East 76th Street provides opportunities for elevated views that stretch from the community to the downtown Los Angeles skyline and distant mountain ranges.

Walnut Park

Walnut Park is bordered by the City of Huntington Park to the north and east, the City of South Gate to the south, and the unincorporated community of Florence-Firestone to the west. Walnut Park has an irregular boundary that is roughly triangular. The main thoroughfares in the community are Florence Avenue, Pacific Boulevard, and Santa Fe Avenue. No major highways cross through Walnut Park. The community is generally developed with low-scale residential and commercial uses and is characterized by wide north-south commercial corridors and long blocks of visually cohesive, one to two-story residential structures. Some multi-family property types, such as multistory apartments, are concentrated closer to commercial corridors. Though industrial uses and features, such as water towers and railroads, are visible from certain areas there is little industrial development in the community. Additionally, these is very little park space in the community. Located on the campus of Walnut Park Elementary School, the only park space in Walnut Park is Walnut Nature Park, making it a valuable visual resource for the community.

West Athens-Westmont

West Athens-Westmont includes the unincorporated communities of West Athens and Westmont, located in the southwestern portion of central Los Angeles County. West Athens-Westmont is bounded to the north and east by the City of Los Angeles, to the south by the City of Gardena, and to the west by the cities of Hawthorne and Inglewood. The southern portion of the community consists of the Rosecrans Hills. The topography in these hills is predominantly gently sloping; however, County HMAs are locally present in the vicinity of Highway 105 (developed, mesa-like terrain occurs to the north and south of the highway near Normandie Avenue), which runs west to east and bifurcates the southern portion of the community The majority of land in West Athens-Westmont is developed residentially, but there are commercial corridors developed along major thoroughfares. While predominantly single-family, residential development in the West Athens-Westmont area includes multi-family structures. The visual landscape of West Athens-Westmont is characterized by man-made features including wide transportation corridors, large areas of tract housing, and parks including the Helen Keller Public Park and the Chester Washington Golf Course.

West Rancho Dominguez-Victoria

Formerly known as West Compton, West Rancho Dominguez-Victoria is an unincorporated industrial and residential community located in south-central Los Angeles County. Bounded to the north and west by the City of Los Angeles, to the south by the City of Carson, and to the east by the unincorporated community of Willowbrook and the City of Compton, West Rancho Dominguez-Victoria features relatively flat to gently sloping topography. Residential development is concentrated in the northern section of the community and is largely comprised of one- and two-story single-family residences. The southwest quadrant of the community, which is bound by the I-110 and Highway 91, is primarily industrial. In addition to supporting characteristic urban-industrial type buildings including small, rectangular, and low-profile structures, longer/larger concrete tilt-up style warehouses, and boxy, generally unadorned concrete office development, the industrial areas of the community include over 20 active oil and gas extraction wells (CDOC 2022). The community aesthetic is characterized by man-made features, including industrial development, wide transportation corridors, and the Earvin "Magic" Johnson Recreation Area, an outdoor community space that offers community, educational, and recreational amenities including walking paths and two lakes.

Willowbrook

Willowbrook is an unincorporated community located in south-central Los Angeles County. The community is bounded to the north and east by the City of Los Angeles; to the south by the unincorporated community of West Rancho Dominguez-Victoria and the City of Compton; and to the west by the cities of Compton and Lynwood. Willowbrook is generally laid out in a grid system of streets and has a relatively flat topography. Willowbrook is primarily developed as a residential area, although there is also a prominent hospital, a commercial plaza, and several primary and secondary schools. Residential property types in the Willowbrook area a mix of single-family and multi-family residences. Willowbrook is broadly characterized by man-made features, including wide transportation corridors, large areas of compact tract housing, the Martin Luther King Jr. Community Hospital, and a railroad right-of-way. The built environment also includes churches, schools, and public parks including Mona, George Washington Carver, and Faith and Hope parks.

4.1.2 Environmental Impacts

4.1.2.1 Methodology

Key Concepts and Terminology

Scenic Resources

Southern California has lost many of its scenic resources due to a variety of human activities. In the absence of adequate land use controls, many scenic resources have been adversely affected by unsightly development and sprawl. The visual pollution associated with the proliferation of billboards, signs, utility lines, and unsightly uses detracts from and often obscures many of the County's scenic resources. The County recognizes that mountain vistas and other scenic features of the region are a significant resource. Pursuant to the General Plan. According to the General Plan, scenic resources can include designated scenic highways and corridors (or routes), hillsides, viewsheds and ridgelines (County of Los Angeles 2022c). This analysis also considers parks and the downtown City of Los Angeles skyline to be locally valuable visual resources in the Project area. Major issues associated with scenic resources involve 1) their protection from human activities; and 2) regulation of hillsides and hillside development (County of Los Angeles 2015a).

Scenic Vistas and Corridors

A scenic viewshed provides a scenic vista from a given location, such as a highway, a park, a trail, river/waterway, or even from a particular neighborhood. The boundaries of a viewshed are defined by the field of view to the nearest ridgeline. Scenic viewsheds vary by location and community and can include ridgelines, unique rock outcroppings, or various other unusual or scenic landforms. The General Plan supports the protection and preservation of ridgelines and allows individual communities to identify and regulate their ridgeline resources. While the General Plan recognizes the importance of scenic resources in the County, there are no specific views or corridors that are identified for conservation purposes (County of Los Angeles 2015a).

Regional Trails

Regional trails, as defined by the County's Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013).

Scenic Highways

Through the California Scenic Highway Mapping Program, Caltrans designates routes that are eligible to become scenic highways or historic parkways. These determinations are based on the scenic value of the lands surrounding these roadways, as well as how readily visible these resources are to those driving on the roadway (County of Los Angeles 2015a).

Visual Character & Quality

Visual character is the objective composition of the visible landscape within a viewshed and is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and is therefore highly subjective.

Light and Glare

There are two types of artificial, or man-made, light sources: (1) point sources (e.g., illuminated signage, street light poles, vehicle headlights); and (2) indirect sources that reflect light onto adjacent properties (e.g., reflective or light-colored surfaces). The effect produced by indirect light sources is commonly referred to as "glare." Point sources are generally addressed in the analysis of nighttime illumination impacts, while indirect sources are addressed in the analysis of daytime and nighttime glare impacts.

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses, including those in the Project area. Uses that are considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas. Glare occurs during both daytime and nighttime hours. Daytime glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Glare-sensitive uses can include light-sensitive uses and transportation corridors (i.e., roadways). The relative effects of from lighting and glare are site specific.

Shade and Shadows

The issue of shade and shadow pertains to whether proposed or facilitated buildings or structures would block direct sunlight from adjacent properties. Shading is an important environmental issue because the users or

occupants of certain land uses have expectations for direct sunlight and warmth from the sun for function, physical comfort, or conduct of commerce. Factors that influence the extent or range of shading include the following: season; time of day; weather (i.e., sunny vs. cloudy day); building height, bulk and scale; topography; spacing between buildings; sensitivity of adjacent land uses; and tree cover. The relative effects of shading from structures are site specific.

Approach

As described in Chapter 3, Project Description, the Metro Area Plan (County of Los Angeles 2023a) is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's adopted CEQA Guidelines in determining whether implementation of the Project, including the additional housing, ACU, and industrial building area, could adversely affect the aesthetic qualities of the Project area. Certain development accommodated as a result of Project implementation would meet the criteria set forth in SB 743 because they would be (1) infill sites; and (2) located within a transit priority area (TPA) within 0.5 miles of the Los Angeles County Metropolitan Authority (Metro) Rail Station considered a major transit stop. Because some future development projects facilitated in Project area would meet the criteria set forth under SB 743, aesthetic impacts for such future projects would not be considered significant, as they exempted from determination of significant impacts on aesthetic resources (scenic vistas, scenic resources, aesthetic character, light and glare) as outlined in the CEQA Guidelines Appendix G.

The provisions of SB 743 would apply to future projects facilitated within TODs in East Los Angeles, Florence-Firestone, West Athens-Westmont, and Willowbrook. The relevant TODs are identified within Figures 2-5a (East Los Angeles, Mobility and Transit), 2-5c (Mobility and Transit, Florence-Firestone and Walnut Park), 2-5d (Mobility and Transit, West Athens-Westmont), and 2-5e (Mobility and Transit, West Rancho Dominguez-Victoria and Willowbrook) of Chapter 2, Environmental Setting, of this Recirculated Draft PEIR. As not all future development facilitated by the proposed Project would qualify for exemption under SB 743, and the analysis provided in Section 4.1.2.4, Impact Analysis, below, evaluates the Project's potential to facilitate future development that would result in physical impacts associated with aesthetics at a programmatic level. Pursuant to California PRC Section 21099, aesthetic impacts do not include impacts to historic or cultural resources. Such impacts are evaluated pursuant to CEQA in Section 4.5, Cultural Resources, and 4.18 Tribal Cultural Resources, of this Recirculated Draft PEIR.

Scenic Vistas

The assessment of impacts to scenic vistas focuses on the anticipated changes to existing long-range views that may result from implementation of the Project. The intent of the analysis is to determine if long-rang views are available in the Project area and whether those views would be blocked, obstructed, or substantially interrupted by the Project. In general, scenic vistas are closely tied to topography, distance, and the presence of intervening

features (i.e., development or landscaping) that might block the distant scenic resource (e.g., mountain, foothills, or cityscape) from view. Long-range views were identified through photographic documents, topographic analysis, and review of Google Earth imagery. The analysis is based on the characteristics of facilitated Project development (primarily mass and scale) and comparisons to the characteristics of existing development in the Project area.

Neither the General Plan, nor any applicable community, neighborhood, or TOD specific plan, include any specific views or corridors that are identified for conservation purposes in the Project area (County of Los Angeles 2015a). As such, a potentially significant impact to scenic vistas would occur if development facilitated by the Project would block what are interpreted as "locally valuable" long-range views within the Project area, which may include distant mountain ranges, foothills, and the downtown City of Los Angeles skyline. These long-range views are most accessible from the hillside area within East Los Angeles, and an existing pedestrian bridge over the Metro A (Blue) Line tracks at East 76th Street in Florence-Firestone.

State Scenic Highways

Like scenic vistas, the assessment of impacts to scenic resources within a scenic highway or historic parkway is informed by alteration of existing scenic resources (including but not limited to trees, rock outcroppings, and historic buildings) and the visibility of Project changes as experienced from a scenic highway (officially designated and eligible) or historic parkway. As further illustrated in the analysis below, the nearest scenic highway and historic parkway to the Project Site are identified, and visibility of the Project area[7] is evaluated based on several factors including distance from the nearest scenic highway (and historic parkway) and the presence of intervening features that would block or obstruct Project alterations from view. If a project would not be visible from a scenic highway (or historic parkway), then no impacts to scenic resources within a scenic highway or historic parkway would occur. As discussed above, scenic resources impacts associated with an infill site within a TPA are not considered significant under California PRC Section 20199(b)(1) and ZI No. 2452.

Regional Trails

There are no regional trails within the Project area, however, the Los Angeles River Trail is located adjacent to and east of the community of East Rancho Dominguez. As such, the evaluation of potential Project impacts to views from a regional trail are limited to views of the eastern portions of East Rancho Dominguez visible for the approximately 0.73 miles where the Los Angeles River Trail lies parallel to East Rancho Dominguez.

Visual Character, Quality, and Public Views

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. The aesthetic/visual character analysis considers whether implementation of the proposed Project would represent a potentially significant impact on the visual setting of the Project area and the extent to which the proposed Areawide Implementation Programs and potential future development facilitated by the Project would be aesthetically compatible with neighboring uses in terms of bulk and scale, architectural style, and other visual considerations. As there is very little green space within the Project area, special attention is paid to areas where the Project would facilitate indirect development near or adjacent to parks, and whether views of park areas would be impacted. The assessment of visual quality and character is a qualitative evaluation, for which no discrete set of quantifiable parameters exists which can be applied.

[7] Specifically, portions of the Project area that would be affected by the proposed land use changes to accommodate the RHNA, proposed ACU policies, and the proposed Industrial Program.

In comparison to long-range views and/or scenic vistas, locally valuable public views are, for the purpose of this analysis, limited to public views of park spaces. Due to the buildout nature of the Project area, views of parks are generally limited to areas within one block of park spaces. A potentially significant impact could occur if development facilitated by the project would substantially block or otherwise impact views of a park from adjacent streets, sidewalks, and other public rights-of-way in the immediately surrounding area(s).

Conflicts with Zoning and/or Regulations Governing Scenic Quality

The local regulatory planning structure for any unincorporated community in the County begins with the General Plan, which is the foundational document for all community-based plans and specific plans, including those applicable to the seven unincorporated Project area communities. Planning documents, and their accompanying ordinances, goals, policies, and standards, are generally structured somewhat like a nesting doll, with County or regional plans encompassing and guiding a collection of related but community-specific local plans, which may or may not have overlapping goals, polices, and provisions. In determining a project's (or plan's) consistency with existing regulations, the approach should generally be from the top down in the hierarchy of: (1) General Plan; (2) Area Plan; (3) Community Plan; (4) Specific Plan. The zoning plan for a given community is similarly structured, with a uniform set of zoning standards established at the County level, and local community and specific plans proposing community or area specific zoning standards (including local level design and building standards) as needed to supplement the County's established code.

The contemporary community and TOD specific plans applicable to each unincorporated Project area community are listed below. These plans are also listed and described in Section 4.1.1.1, Regulatory Setting, above, as well as within Chapter 2, Environmental Setting, of the Recirculated Draft PEIR. There are no contemporary community or TOD specific plans applicable to East Rancho Dominguez, West Rancho Dominguez-Victoria, or Walnut Park.

- ***East Los Angeles***: East Los Angeles 3rd Street Specific Plan
- ***Florence-Firestone***: Florence-Firestone Community Plan;[8] Florence-Firestone Transit Oriented District Specific Plan
- ***West Athens-Westmont***: Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont
- ***Willowbrook***: Willowbrook Transit Oriented District Specific Plan

Light, Glare, and Shadow Analysis

Nighttime illumination and glare analyses address the effects of a project's exterior lighting and/or façade on adjoining uses and areas. The shadow analysis addresses whether Project facilitated buildings or structures would block direct sunlight from adjacent properties. Light, glare, and shadow impacts are determined by comparing the existing light, glare, and shadow sources in the Project area with potential lighting, glare, and shadow associated with proposed Metro Area Plan policies and/or potential development accommodated by implementation of the Project. As discussed above, impacts associated with an infill site within a TPA are not considered significant under California PRC Section 20199(b)(1).

[8] As a result of Project implementation, the Florence-Firestone Community Plan would be rescinded, and its goals and policies incorporated into the Metro Area Plan. Many of the objectives and goals set forth in the community plan would be achieved though implementation of standards established as part of the (proposed) Florence-Firestone Transit Oriented District Specific Plan, which would shape the nature, location, and extent of future development in the Florence-Firestone TOD.

4.1.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to aesthetics are listed below. A project may have a significant impact if it would:

Threshold 4.1-1: Have a substantial adverse effect on a scenic vista.

Threshold 4.1-2: Be visible from or obstruct views from a regional riding, hiking, or multi-use trail.

Threshold 4.1-3: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Threshold 4.1-4: 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).

Threshold 4.1-5: Create a new source of substantial shadow, light, or glare which would adversely affect day or nighttime views in the area.

4.1.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023a), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for 30,968 additional dwelling units. The sites affected are currently zoned and/or designated as residential or commercial, and nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e in Chapter 3 of this Recirculated PEIR.
2. Accessory Commercial Units (ACUs) – The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 parcels (approximately 3.8% of all residentially zoned corner lots) in the Project area may develop ACU's.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels,

which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the General Plan goals and polices applicable to the topic of aesthetics listed in Section 4.1.1.1, above.

Areawide Goals and Policies

Land Use

Goal LU 1 Residential neighborhoods are safe and attractive places to live.

Policy LU 1.1 Multi-Family Housing Design. Multi-family housing development is scaled and designed to provide residents and neighbors with abundant natural light and privacy.

Policy LU 1.3 Noise Barriers. Minimize noise impacts to residences along the Metro A Line, railroad rights-of-way, and freeways by designing community-friendly and appropriately designed noise barriers. Whenever possible, near publicly visible areas, incorporate public art into the design.

Goal LU 2 Vibrant commercial areas that function as the connective fabric of the community, support a variety of commercial and cultural activities dispersed community-wide, and provide an attractive and safe public realm.

Policy LU 2.1 Catalyst Projects. Promote public-private sector partnerships to identify and fund mixed-use catalyst projects that meet the needs of community members and positively contribute to a vibrant commercial area.

Policy LU 2.5 Small-Scale Commercial. Ensure that established commercial and mixed-use corridors continue to provide small and moderate-sized commercial spaces for neighborhood serving uses, while expanding opportunities for small-scale commercial uses.

Policy LU2.6 Land Assembly. Facilitate the development of small and undersized parcels, through parcel assembly, lot consolidation, or other means to support revitalization of commercial areas.

Goal LU 3 Commercial corridors and areas are pedestrian friendly.

Policy LU 3.1 Commercial Corridor Enhancements. Attract visitors, pedestrians, and businesses 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 walkable environment.

Policy LU 3.2 Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.

Policy LU 3.3 Cultural and Architectural Elements. Require Whenever possible, encourage defining cultural, historical, and 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 LU 3.4 Building Scale. Require that the scale and massing of new development along major commercial corridors provide transitions in building height and bulk consistent with the character of adjacent low-scale neighborhoods.

Goal LU 6 Industrial uses transition to technologies, industries, and operations that have minimal impact on sensitive uses and the natural environment.

Policy LU 6.1 Orderly Transition to Cleaner Industries. Encourage transitioning of industrial uses to cleaner industries, including but not limited to science- and technology-driven research and development uses, cleantech and life science facilities, small-scale and artisan manufacturing, and experiential retail in industrially zoned areas. Implement updates to nonconforming provisions of the Zoning Code to provide for the orderly and timely transition of non-conforming industrial uses per the Green Zones program, particularly when the industrial use is within 500 feet of sensitive uses such as residential uses, schools, and parks.

Goal LU7 Industrial uses are good neighbors and minimize negative impacts on proximate uses.

Policy LU 7.1 Improvements to Minimize Industrial Impacts. Enforce the requirements of the Green Zones Program which requires improvements to the operations of industrial uses to reduce environmental impacts.

Goal LU 8 Industrial areas are clean, safe, and aesthetically pleasing.

Policy LU 8.1 Strategic Zoning Enforcement. Further develop collaborative enforcement programs with other agencies targeting uses in violation of the permitting, licensing, and regulatory requirements of local and state agencies, initially prioritizing industrial areas near residential uses.

Policy LU 8.2 Enforce Operations On Site. Enforce requirements that industrial uses fully accommodate their operations on site and do not operate or maintain storage in any public right-of-way.

Policy LU 8.3 Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

Policy LU 8.4 Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

Goal LU 9 Reduce the harms caused by freeway infrastructure through introduction of freeway cap parks and community amenities along existing freeway corridors.

Policy LU 9.1 Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.

Goal LU 10 Art that enriches the public realm by inviting people to connect with cultural identity, patterns, and treasures is provided within each of the communities of the Area Plan.

Policy LU 10.1 Murals. Support efforts to preserve and restore the rich inventory of murals found throughout the Metro Area.

Policy LU 10.2 Local Artists. Encourage mural work by local artists along blank building surfaces along alleyways and side streets, where appropriate.

Policy LU 10.3 Diversity of Public Art. Consider opportunities for multiple and diverse forms of public art, including but not limited to seating, lighting, landscaping, shade structures, and outdoor installations.

Goal 11 Collaboration with stakeholders and partners to realize the vision of the Metro Area Plan.

Policy LU 11.1 Public Engagement. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups in the planning process.

Transit Oriented Districts

Goal TOD 1 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy TOD 1.2 Public Facilities and Transit. Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.

Policy TOD 1.3 Publicly Accessible Open Space. Require new private development to install and maintain publicly accessible open space in the form of public plazas, pocket parks, passive and active recreation areas.

Policy TOD 1.5 Active Ground Floor. Promote high-quality urban design and active ground floors through design standards and a variety of allowed uses on major mixed use and commercial corridors.

Goal TOD 2 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy TOD 2.3 Station Area Identity. Create physical and visual connections between each Metro rail 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.

Policy TOD 2.4 Public Art. Integrate public art in TODs, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.

Policy TOD 2.5 Sidewalks. Prioritize sidewalk repairs, ensuring ADA accessibility, within a half-mile radius of an identified TOD.

Policy TOD 2.8 Sustainable Greening. Require private development to improve overall greening through installation of street trees and public realm landscaping that support shade and climate resiliency.

Policy TOD 2.9 Sidewalk Zones. Implement the County of Los Angeles Transit Oriented District Toolkit sidewalk zones through private development improvements, including frontage zone, pedestrian zones, and furniture zone to organize the sidewalk space and support streetscape amenities.

Environmental Justice

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Policy HW/EJ 2.2 Enhance Connectivity to Public Spaces. Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, schools, and cultural facilities.

Mobility

Goal M 1 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy M 1.1 Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations. Use amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.

Policy M 1.2 Transit Station/Stop Lighting. Prioritize adequate lighting at major transit stations/stops to increase visibility and overall passenger safety.

Policy M 1.3 Transit Stations as Assets. Work with Metro to seek opportunities to incorporate public art and other amenities at transit stations to enhance the local environment.

Policy M 1.4 Station Safety and Maintenance. Support local and regional agencies to improve safety, maintenance, beautification, and coordination of services in station areas.

Goal M-2 The pedestrian and bicycle networks are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers.

Policy M 2.1 Pedestrian Connections. Increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of 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. (Refer to Complete Streets and Active Transportation Design policies in the Mobility Element of the General Plan for more information.)

Policy M 2.2 Street Trees. Expand the use of street trees and lighting to provide an inviting walking environment and shade, especially along major corridors.

Policy M 2.3 Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

Goal M 4 Parking, of all kinds, throughout the community is adequate, compliant with all applicable regulations, and connective to other transportation modes.

Policy M 4.1 On-Site Surface Parking. Discourage on-site surface parking lots adjacent to the sidewalk along major streets and encourage on-site parking located underground, at the rear of parcels, or buffered from view by transit supportive uses with convenient pedestrian access to the primary building entrance. Where surface parking lots are visible from street view, provide trees and other vegetation as a visual buffer. Require all surface parking lots to include landscaping along the perimeter of pedestrian paths and the edges of the lot.

Economic Development

Goal ED 1 Small commercial, manufacturing, and artisan businesses are supported through local community development efforts.

Policy ED 1.1 Support design upgrades such as façade improvements, beautification, wayfinding, and streetscape enhancements to improve the pedestrian environment and enhance commercial and industrial corridors.

Safety and Climate Resiliency

Goal S/CR 1 Reduced crime and perception of crime through environmental design

Policy S/CR 1.1 Urban Design. Pursue urban design strategies that reduce the opportunity for crime and violence in parks and in public streets, such as Crime Prevention through Environmental Design, which facilitates visibility into and monitoring of public space by residents and law enforcement.

Policy S/CR 1.2 Natural Surveillance in Public Spaces. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them.

Goal S/CR 2 Reduced crime and perception of crime at transit stops, County-owned parking areas and sidewalks around community facilities.

Policy S/CR 2.1 Natural Surveillance. Work with Metro to design transit stops that include proper lighting and design to eliminate potentially unsupervised areas.

Policy S/CR 2.3 Physical Maintenance. Work with Metro to keep transit stops and adjacent infrastructure well maintained with low-maintenance landscaping and architectural materials, regular trash collection and removal, and other programs to maintain a clean and orderly environment.

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR 3.1 Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy S/CR 3.2 Urban Greening. Implement greening through County projects, such as new and upgraded parks, vegetation, and green roofs and walls on public facilities.

Policy S/CR 3.3 Improved Shade. Increase shade through trees and shade structures, especially around transit stops and along pedestrian and bike pathways.

Policy S/CR 3.5 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Policy S/CR 3.6 Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Goal HP 1 Preserve historic resources in the Metro Area.

Goal HP 2 Encourage a sense of place and history within commercial areas located in Metro Area communities.

Policy HP 2.1 Encourage a sense of place in the Metro Area and communicate its historic significance through signage programs and design standards.

Policy HP 2.2 Prioritize initiatives for signage programs and design standards that develop a sense of place and history for the following commercial areas when developing a sense of place and history within communities: City Terrace (East Los Angeles), Whittier Boulevard (East Los Angeles), Florence Avenue (Florence-Firestone), and Seville Avenue (Walnut Park).

Community-Specific Goals and Policies

East Los Angeles

Goal 2 The pedestrian and bicycle networks in East Los Angeles are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers such as community and recreational centers, schools, and transit centers, among others.

Policy 2.1 Require developers to construct sidewalks and install street trees as part of their development projects, including infill developments in single-family neighborhoods.

Policy 2.4 Require shade structures along pedestrian walkways or paseos in commercial developments within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

Policy 2.5 Install pedestrian-scale lighting within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, Atlantic Boulevard.

Goal 3 Comprehensive Design. Design streets and sidewalks that meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy 3.1 Transit Route Prioritization. Prioritize pedestrian and bicycle improvements on corridors that provide access to existing transit routes including South Atlantic Avenue and 3rd Street.

Policy 3.2 Improve and maintain priority transit stops with amenities such as shelters, benches, trash cans, and bike parking, focusing first on improving stops in lower-income and low-car ownership areas.

East Rancho Dominguez

Goal 6 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Goal 7 Improve pedestrian safety by enhancing pedestrian infrastructure.

Policy 7.1 Pedestrian-Scale Improvements. Prioritize pedestrian safety improvements, such as but not limited to, installing pedestrian-scale lighting near transit stops along Atlantic Avenue and Compton Boulevard.

Goal 8 Improve bicycle facilities and amenities.

Policy 8.1 Routes Aligned with County Plans. Prioritize bicycle improvements aligned with the County of Los Angeles Bicycle Master Plan and Vision Zero Action Plan with a focus on east–west connections and connections to the Los Angeles River Bicycle Trail.

Policy 8.2 Safety Improvements Near High-Use Bus Stops. Work with bus service providers to improve pedestrian-level street lighting at bus stops.

Goal 9 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 9.1 Opportunity Area Improvements. Prioritize improvements along Compton Boulevard and Atlantic Avenue and the Neighborhood Center intersection.

Goal 10 Retail that offers a mix of products and services and meets local needs.

Policy 10.2 Existing Commercial Businesses. Preserve existing markets and small businesses.

Florence-Firestone

Goal 11 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 11.1 Transit Station Safety. Work closely with regional agencies and others to increase transit ridership and mode share through an enhanced transit customer experience that addresses safety, station lighting, and visible security measures. The Slauson and Firestone stations have specifically been noted by the public as concerns.

Policy 11.2: Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote 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.

Goal 12 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 12.1 Collision Concentration Corridor Improvements. Prioritize infrastructure improvements for walking and biking along high-crash corridors in the northern and western parts of the community and near Metro A Line stations.

Policy 12.2 ADA Accessibility. Improve ADA accessibility by upgrading pedestrian facilities along major corridors, particularly Firestone Boulevard and residential streets south of Firestone Boulevard.

Policy 12.3 Rail to River Active Transportation Corridor Project. Once completed, prioritize improvements identified in the Rail to River Active Transportation Corridor Project, particularly around Slauson Station.

Goal 13 Create vibrant TODs with high quality architecture, mixed-use development at transit nodes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and beautiful active transportation network.

Policy 13.1 Transit Oriented District (TOD) Specific Plan Areas. Prioritize complete street improvements within the TOD Specific Plan areas.

Walnut Park

Goal 18 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 18.1 West Santa Ana Branch Transit Corridor Improvements. Support corridor improvements that provide increased Metro A Line access to the community and to Downtown Los Angeles, Gateway Cities, and South Los Angeles, including the proposed station at Florence Avenue and Salt Lake Avenue.

Goal 19 Improve pedestrian and bicycle infrastructure along commercial corridors.

Policy 19.1 Opportunity Areas. Prioritize pedestrian and bicycle infrastructure improvements in Opportunity Areas close to the Florence Station of the Metro A Line, Pacific Boulevard, Florence Avenue, and Seville Avenue that are aligned with the Community Pedestrian Plan and the County's Bicycle Master Plan.

Goal 20 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 20.1 Complete Street Prioritization. Prioritize complete street enhancements along Pacific Boulevard, Seville Avenue, and Florence Avenue.

West Athens-Westmont

Goal 23 The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.

Goal 24 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 24.1 Pedestrian and Bicyclist Safety. Prioritize pedestrian and bicycle improvements along Vermont Avenue, Normandie Avenue, Imperial Highway, and within the TOD Specific Plan Area.

Goal 25 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 25.1 TOD Specific Plan. Prioritize complete street improvements within the TOD Specific Plan Area.

Policy 25.2 Vermont/Athens Station. Prioritize pedestrian improvements near the Vermont/Athens Station.

Goal 26 Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.

Policy 26.1 Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (2020). Support recommendations to implement a safer, pedestrian-friendly, vibrant, and community-inspired and -oriented transit station at the Vermont/Athens Metro C Line (Green) station.

West Rancho Dominguez-Victoria

Goal 29 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 29.1 Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

Willowbrook

Goal 33 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Goal 34 Create complete streets that improve access to the Transit Oriented Development Specific Plan Area.

Policy 34.1 Access Through the Community. Prioritize complete street improvements that enhance access through the community and between residential and commercial areas.

Policy 34.2 Dead-End Streets. Reconfigure dead-end streets to allow for pedestrian and bicycle cut-throughs.

Goal 36 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 36.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors, such as Wilmington Avenue that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.

4.1.2.4 Impact Analysis

Threshold 4.1-1 Would the project have a substantial adverse effect on a scenic vista?

Scenic viewsheds in the County vary by location and community and can include ridgelines, unique rock outcroppings, or various other unusual or scenic landforms. As discusses in Section 4.1.2.1, Methodology, while

the General Plan recognizes the importance of scenic resources, there are no specific views or corridors that are identified for conservation purposes and no officially designated significant ridgelines (County of Los Angeles 2015a). Further, applicable local plans and/or Zoning Code provisions do not identify any significant views, corridors, or ridgelines within the Project area. The topography within the Project area is relatively flat and, due to intervening development and landscaping, scenic vistas are not readily accessible within most of the Project area.

There are no significant viewsheds, corridors, or ridgelines identified within Project area. The Project area is built out with existing urban and topography of the majority of the Project area is flat to gently sloping. As such, long-range views are not generally accessible within East Rancho Dominguez, Walnut Park, West Ranch Dominguez-Victoria, or Willowbrook. Although distant mountains and foothills can sometimes be detected through intervening development and urban tree canopies in these areas, there are no designated or otherwise significant publicly accessible vantage points, such as significant hillsides or bridges, that could improve the otherwise poor quality (and temporarily experienced) view. Due to topography, intervening development and landscaping, long-range views of mountain, foothills, or the downtown Los Angeles skyline are not readily accessible within East Rancho Dominguez, Walnut Park, West Ranch Dominguez-Victoria, or Willowbrook. As such, project associated impacts to scenic vistas within East Rancho Dominguez, Walnut Park, West Ranch Dominguez-Victoria, and Willowbrook would be less than significant.

Although there are no officially designated significant viewsheds, corridors, or ridgelines identified within Project area, this analysis considers locally valuable scenic vistas within the Project area to include distant mountain ranges and foothills and the downtown Los Angeles skyline. Long-range views of these scenic resources in the Project areas are most accessible from hillside areas and elevated built environment structures, such as bridges. As discussed above in Section 4.1.1.2, Existing Environmental Conditions, the Repetto Hills in the northern portion of the East Los Angeles include some localized steep slopes with winding hillside roadways. Long-range views available from these roadways include the distant topographic features such as mountains and foothills to the north, as well as the downtown Los Angeles skyline to the west. The southern portion of the West Athens-Westmont consists of the Rosecrans Hills, with several steep grades immediately adjacent to I-105. Additionally, in Florence-Firestone, an existing pedestrian bridge over the Metro A (Blue) Line tracks at East 76th Street provides elevated, locally valued viewsheds from the top of the bridge with views of the downtown Los Angeles skyline and the distant mountains and foothills to the north.

Potential Project associated impacts to scenic vistas within East Los Angeles, Florence-Firestone, and West Athens-Westmont are discussed below.

East Los Angeles

The CSD, community plan, and TOD specific plan applicable to East Los Angeles do not identify specific views or corridors for conservation purposes and do not designate any significant ridgelines, however, the community does have access to some locally valuable scenic viewsheds, including mountains, foothills, and the skyline of downtown Los Angeles.

The topography of most of East Los Angeles is relatively flat to gently sloping; however, the Repetto Hills in the northern portion of the community include some localized steep slopes with winding hillside roadways. Public views available from these roadways include the distant topographic features such as mountains and foothills to the north, as well as the downtown Los Angeles skyline to the west. As illustrated in Figure 3-1a, Proposed Zoning, East Los Angeles, in Chapter 3, Project Description this Recirculated Draft PEIR, the Project would not facilitate any additional residential development in the northern portion of the community. The Project's proposed rezoning would

result in infill residential development and/or redevelopment on existing General Commercial (C-3) sites concentrated along Whittier Boulevard east of Arizona Avenue, as well as several additional sites along Woods Avenue and West Beverly Boulevard.[9] Due to intervening distance and location south of the hillside areas, Project facilitated housing would not impact public views of the mountains, foothills, or downtown Los Angeles skyline from the northern Repetto Hills area.

The Project would accommodate infill development of new ACUs on existing corner residential lots within the Repetto Hills area and, within five years of adoption, would allow for additional cleaner industrial development in areas immediately north and southeast of the Repetto Hills area. Any ACUs facilitated by the Project would be neighborhood-scale, located within existing residential parcels, and be subject to development standards set forth in the Zoning Code. While the proposed Project would rescind the existing East Los Angeles CSD and integrate the applicable CSD standards into the proposed Metro Planning Area Standards District (PASD), the intent and purpose of the existing CSD standards that would reduce visual impacts of new development and/or redevelopment within East Los Angeles would be preserved, including similar height limitations. As such, Project facilitated ACU development would not block existing publicly accessible viewsheds in the Repetto Hills area.

Under the proposed Industrial Program, the LSP zone would be applicable to candidate parcels in the northern portion of East Los Angeles within an existing Industrial (I) zone to the north of the Repetto Hills, while the M-0.5 zone would be applicable to smaller clusters of parcels within existing industrial and/or and Commercial Manufacturing (CM) zones in areas south of I-10 (see Figure 3-3a in Chapter 3 of this Recirculated Draft PEIR). In addition to supporting existing industrial development, these parcels are located at lower elevations just outside of the Repetto Hills area. Development in the LSP zone would be subject to building standards, including height limitations, developed under the Industrial Program and subsequently incorporated into the Zoning Code. Therefore, additional cleaner industrial development allowed under the Industrial Program would not block or otherwise negatively affect scenic vistas from the neighboring Repetto Hills area.

There are no significant viewsheds, corridors, or ridgelines identified within East Los Angeles, and as such, the proposed Project would not have an impact on significant viewsheds. Due to existing topography, intervening development, the location of Project facilitated development, and required compliance with existing and proposed development standards, the Project would not have a substantial adverse effect on the locally valued views from the Repetto Hills area. As such, the Project would not have a substantial adverse effect on a scenic vista in East Los Angeles, and impacts would be less than significant.

Florence-Firestone

As discussed above in Section 4.1.1.2, Florence-Firestone is a largely built-out, urbanized community Typical views within the community consist of urban development and associated roadways and landscaping. There are no designated significant ridgelines, viewsheds or corridors within the community of Florence-Firestone. The community is generally laid out in a grid system of streets and has a relatively flat topography; however, an existing pedestrian bridge over the Metro A (Blue) Line tracks at East 76th Street provides elevated, locally valued viewsheds from the top of the bridge with views of the downtown Los Angeles skyline and the distant mountains and foothills to the north.

[9] The Project's proposed rezoning program, pursuant to the Housing Element, would change the zoning of these sites from C-3 to Mixed-Use (MXD), which has a height limitation of 65 feet, however, with lot consolidation incentives, this this could be increased to 80 feet. The maximum building or structure height under the C-3 zone is 13 times the buildable area of the lot (Zoning Code Table 22.20.040-A).

As illustrated in Figure 3-1c, Proposed Zoning, Florence-Firestone, in Chapter 3 of this Recirculated Draft PEIR, much of the Project's facilitated infill housing would be located within one half-mile of an existing Metro station, specifically the Slauson, Florence, and Firestone Stations along the Metro A Line. The existing pedestrian bridge at East 76th Street, which provides locally valued views to the community, is located approximately 863 feet south of the Florence Station. Pursuant to California Public Resources Code, Section 21099(d)(1), aesthetic impacts of a residential or mixed-use residential project on an infill site within a one-half mile of a major transit stop (i.e., within a transit priority area) shall not be considered significant impacts on the environment. As such, facilitated residential and mixed-use development in these areas would have a less than significant impact on a scenic vista. The nearest candidate parcel currently identified under the Industrial Program would be located approximately 0.4 mile south of the pedestrian bridge and would not affect locally valued views from the bridge to the north.

There are no significant ridgelines or other identified scenic viewsheds within Florence-Firestone. Due to location, distance, existing topography, intervening development and landscaping, the prevalence of transit priority areas, and necessary compliance with existing and proposed development standards, including height limits, impacts to scenic vistas related to implementation of the Project in Florence-Firestone would be less than significant.

West Athens-Westmont

West Athens-Westmont is a largely built-out, urbanized community. The southern portion of West Athens-Westmont consists of the Rosecrans Hills. The topography in these hills is predominantly gently sloping, with several steep grades immediately adjacent to I-105, that are generally inaccessible to the public. The publicly accessible areas of the Rosecrans Hills have a very mild topography and do not support any significant viewsheds. Typical views within the community consist of urban development and associated roadways and landscaping. Although the distant Santa Monica Mountains and foothills can sometimes be detected through intervening development and urban tree canopies in the northern portion of the community, there are no designated or otherwise significant publicly accessible vantage points, such as significant hillsides or bridges, that could improve the otherwise poor quality (and temporarily experienced) view. There are no designated significant ridgelines, viewsheds or corridors within the community of West Athens-Westmont,

There are no significant viewsheds, corridors, or ridgelines identified within West Athens-Westmont. Because the community is built out with existing urban development across a flat to gently sloping plain, Project associated impacts to scenic vistas in West Athens-Westmont would be less than significant.

Threshold 4.1-2 Would the project be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

Due to the urban location of the communities within the Project area, the Project area is not intersected by County regional trails. However, as discussed above in Section 4.1.1.2, immediately east of I-710, which constitutes much of East Rancho Dominguez's eastern border, lies a channelized portion of the Los Angeles River. The regional Los Angeles River Trail runs along the eastern bank of the Los Angeles River from the City of Arcadia in the north to the City of Long Beach in the south. For the approximately 0.73 miles where the Los Angeles River Trail lies parallel to East Rancho Dominguez, low-profile single-family housing and scattered tree lines within the community are often visible from the trail.

Although the trail lies only 650 feet to the east of East Rancho Dominguez, the existing views of the community are only accessible beyond immediate broad river channel and 12 lanes of the I-710. The portions of the trail north of East Compton Boulevard are generally surrounded by trees, making views of the adjacent East Rancho Dominguez

community along this extent somewhat inconsequential. As illustrated in Figure 3-1b in Chapter 3 of this Recirculated Draft PEIR, only one residential site identified for rezoning is south of East Compton Boulevard and would potentially be visible from the Los Angeles River Trail. This parcel would be rezoned from Single-Family Residence (SFR) to R-2, resulting in a slight increase and density, however, this would not impact the nature of the existing urban viewshed. Oak trees in East Rancho Dominguez visible from the Los Angeles River Trail are protected under the County's Oak Tree Ordinance. In addition, while potential ACU development would be facilitated in areas along the community's eastern border, the ACU's would be located within existing residential development and would operate as secondary use types. As such, ACU development would not be noticeable to hikers along the Los Angeles River Trail. Finally, any Project facilitated development requiring encroachment or removal of an oak tree within view of the Los Angeles River Trail would require discretionary review and issuance of a permit pursuant to Chapter 22.174, Oak Tree Permit, of the Zoning Code.

As discussed above, development facilitated by Project implementation would be partially visible from a regional trail (i.e., the Los Angeles River Trail). However, due to the intervening urban development and treescapes, the location of the trail on the east side of the Los Angeles River Channel and the I-105 highway, and the unobtrusive nature of Project facilitated residential and/or ACU development within view of the Los Angeles River Trail, impacts to views from a regional trail would be less than significant.

Threshold 4.1-3 Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in Section 4.1.1.2, there are several designated and eligible scenic highways within the unincorporated County, however, as illustrated in Figure 4.1-1, Scenic Highways, there are no designated or eligible scenic highways located within or adjacent to the Project area (Caltrans 2022). In addition, the Project area is not within the viewshed of any designated or eligible scenic highways (Caltrans 2022). There is a historic parkway (Arroyo Seco Historic Parkway) located approximately 2 miles northwest of East Los Angeles (Caltrans 2022). The Parkway is one of two California historic parkways and is considered to part of the California State Scenic Highway System. The nearest officially designated scenic highway, SR-2, is located approximately 11 miles north of the Project area (Caltrans 2022). The nearest eligible scenic highway, I-210, is located approximately 6 miles to the north of the Project area (Caltrans 2022). Due to distance, intervening terrain (including hillside areas immediately adjacent to and southeast of the Parkway), and intervening development, the proposed Project would not be visible from the eligible state scenic segment of I-210, the officially designated scenic highway segment of RS-2, or the Parkway. As such, the proposed Project would not damage scenic resources within a scenic highway or historic parkway, and no impacts would occur.

Threshold 4.1-4 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)

While implementation of the Project would not result in any direct development, the Project would include land use and/or zoning changes and the Industrial Program, which would allow for: (1) new cleaner industrial uses, such artisan manufacturing and life sciences facilities; (2) new commercial uses (i.e., ACUs) within existing residential parcels; and (3) new residential uses (including mixed-use and residential only) within the Project area. The Project

would implement land use changes set forth in the Housing Element required to meet the County's Regional Housing Needs Assessment (RHNA) obligation. The zone changes on RHNA parcels involve converting commercial only zones to Mixed-Use (MXD) and increasing allowable densities in certain residential only zones to permit a variety of housing configurations, unit sizes, densities, and affordability, and help accommodate the state's mandated allocation of affordable housing for the region. New housing options and more affordable units are expected to be built in the Project area in conjunction with State Density Bonus Law and affordable housing programs.

As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, within five years, the proposed Industrial Program would facilitate adoption of two new zones for industrial use—Artisan Production and Custom Manufacturing (M-0.5) and Life Science Park (LSP)—to encourage the transition away from heavier industrial uses in the areas closest to housing and other sensitive uses. In addition to rescinding six existing CSDs applicable to the Project area, the Project would rescind setback requirements provided in Section 22.72, Setback Districts applicable to East Los Angeles, Walnut Park, and West Athens-Westmont, and incorporate these standards into the proposed PASD of the Zoning Code. The M-0.5 and LSP zones would also be subject to development standards such as yards and setbacks requirements, height limitations, and building design standards that would be further developed under the Industrial Program and subsequently incorporated into the Zoning Code to ensure compatibility with the surrounding areas and preserve or enhance the existing visual character or quality of the Project area's existing industrial zones.

The Project also proposes standards for a new policy surrounding ACUs, which refers to instances of neighborhood scale retail and commercial uses within residential-only zones. Although not always formally recognized by the County, ACUs are already part of the cultural fabric in many Project area communities. Accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods. Uses permitted would include beautician and barber services, independent retail, eateries and cafés, and neighborhood serving grocery, market, and corner stores (where sales of alcohol would be prohibited). Prohibited uses would include adult entertainment, alcohol sales, firearms manufacturing or sales, marijuana sales, tattoo parlors, and veterinary services, among others. As discussed in Chapter 3, Project Description of this Recirculated Draft PEIR, the proposed ACU policy would restrict the location of any future ACUs to corner residential lots and would establish standards to ensure compatibility with the surrounding residential areas and preserve the existing visual character or quality of existing zones.

Although no direct development is proposed or planned as part of the Project, the Metro Area Plan also includes goals and policies encouraging mobility improvements such as such as crosswalks, widened sidewalks, pedestrian-scale street lighting, wayfinding signage, street trees, shade structures, and other elements. These goals and policies are supported by proposed Project implementation programs that would, through future development and over time, enhance the visual quality and character of mobility and transit features in the public realm. These proposed programs include Program 9, TOD Eastside Extension Specific Plan, which, upon approval by Metro, would direct the County to develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project. The TOD Eastside Extension Specific Plan would address land use, zoning, and mobility improvements in proximity to Metro stations within East Los Angeles.[10]

[10] The future Eastside Extension TOD Specific Plan would be subject to future CEQA analysis.

Potential Housing-Related Impacts

As discussed in Section 4.1.1.1, Regulatory Setting, and Section 4.1.2.3, Land Use Changes, Programs, and Policies, the additional dwelling units facilitated by the Project would be subject to development standards proposed by the Project and set forth in the Zoning Code, which would ensure that the height, bulk, pattern, and scale of mixed-use residential development in these areas is compatible with the surrounding environment. Pursuant to Section 22.26.030 of the Zoning Code, the MXD zone allows for a mixture of residential, commercial, and limited light industrial uses and buildings near bus and rail transit stations. The MXD zone integrates a wide range of housing densities with community-serving commercial uses to serve local residents, employees, pedestrians, and consumers in order to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities in close proximity to residences. A goal of the Metro Area Plan (proposed Goal LU 1) is to ensure that residential neighborhoods are safe and attractive places to live. Further, proposed Metro Are Plan Policy LU 1.1 (Multifamily Housing Design) would encourage housing that is scaled and designed to provide residents and neighbors with abundant natural light and privacy. New housing would not have a significant effect on existing visual character or quality within the Project area.

Potential ACU-Related Impacts

The Project's proposed ACU standards would allow ACU development on existing corner lots within residential parcels throughout the Project area. As discussed further in Chapter 3, the purpose of an ACU is to be small-scale and neighborhood serving. Additionally, as an essential component of the Project's proposed ACU polices, revisions to the County Code pertaining to ACUs (discussed above) would include provisions requiring that an ACU be subordinate to the primary on-site residential use. As such, and due to the unobtrusive nature of ACUs, together with restrictions related to location and the limited number of ACUs projected to be facilitated as a result of Project implementation (i.e., approximately 106 throughout the entire Project area), ACU's would not have a significant effect on existing visual character or quality within the Project area.

Potential M-0.5 and LSP Zone Industrial-Related Impacts

As illustrated in Figures 3-3a, 3-3b, 3-3c, and 3-3d in Chapter 3 of this Recirculated Draft PEIR, the proposed Industrial Program identifies candidate parcels within existing industrial zones. Within five years, select candidate parcels could be rezoned to either M-0.5 and LSP to facilitate the development of cleaner industrial uses, such as artisan manufacturing and life sciences facilities. As identified in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Los Angeles County Metro Area Plan, the conceptual zoning regulations and development standards for the M-0.5 and LSP zones include front-, rear-, and side-yard setbacks for potential future development on candidate parcels in East Los Angeles, Florence-Firestone, West-Rancho Dominquez-Victoria, and Willowbrook (i.e., the communities where the proposed Industrial Program would be implemented). Where implemented through private development over time, these setbacks could increase the width of the public realm (e.g., 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. Other conceptual Industrial Program building and site design requirements which, through private development and over time, could improve the visual quality and character of the Project area's industrial zones include measures related to allowable building colors,

screening, façade standards (such as variation in form and massing to provide visual interest), lot consolidation, open space, and landscaping.[11]

Future development in the new Industrial Program zones would be subject to development standards, such as yard and setbacks requirements, height limitations, and building design standards, that would be further developed under the Industrial Program and subsequently incorporated into the Zoning Code to ensure compatibility with the surrounding areas and preserve or enhance the existing visual character or quality of the Project area's existing industrial zones. As provided by the proposed Industrial Program, further study could help refine the definitions set forth in Table 3-2, Conceptual Definitions for Industrial Program Zones, in Chapter 3, Project Description of this Recirculated Draft PEIR.

Pursuant to the County's Green Zones Program, certain heavy polluting industrial uses within Project area would be prohibited, as many industrial areas in the community are within 500 feet of a sensitive use. In accordance with the Green Zones Program, the proposed Industrial Program would encourage the transition away from heavier industrial uses and towards new cleaner industrial uses, such as artisan manufacturing and/or life sciences facilities. Structures to support these uses would likely be urban-industrial type buildings including small, rectangular, and low-profile structures, longer/larger concrete tilt-up style warehouses, and boxy, generally unadorned concrete office development, and, due to Industrial Program's conceptual use restrictions and conceptual development standards, would not include large scale, heavily polluting machinery generally considered incompatible with the surrounding commercial and residential areas.

In addition, as listed above in Section 4.1.2.3, Land Use Changes, Programs, and Policies, several proposed goals of the Metro Area Plan illustrate that an important component of the Project is to facilitate a transition to cleaner industrial uses, and ensure that all industrial uses are "good neighbors" operating clean, safe, and aesthetically pleasing facilities (Goals LU6, LU7, and LU8, respectively). In addition to the Industrial Program, the Metro Area Plan includes a number of policies in support of these goal, which are aimed at reducing or avoiding negative impacts of future industrial development on proximate uses. These policies include the following: Policy LU 7.1 (Improvements to Minimize Industrial Impacts); Policy LU 8.2 (Enforce Operation On Site); Policy LU 8.3 (Convert Underutilized Buildings); and LU 8.5 (Adaptive Reuse). The policies would be in addition to proposed Industrial Program, which would adopt the LSP and M-0.5 zones within five years of Project approval. Therefore, and for the reasons discussed above, the proposed Industrial Program would not have a significant effect on existing visual character or quality within the Project area.

Potential Park Views and HMA-Related Impacts

Parks and other green spaces within the Project area are valuable local visual resources. Although the Project would facilitate residential and/or ACU development adjacent to parks, cemeteries, and other green spaces and/or recreational areas throughout the Project area. The housing facilitated within these areas would consist of infill or redevelopment of existing commercial and/or residential parcels and would be subject to development standards, including height limitations and other standards proposed by the Project and set forth in the Zoning Code. These provisions would help ensure that Project facilitated development would in accordance with the character of the

[11] For a more detailed description of conceptual land use regulations and conceptual development/design standards related to the Industrial Program, please refer to Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps of the Los Angeles County Metro Area Plan, available at: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

existing built environment and would not be anticipated to substantially impact park views from adjacent public streets and sidewalks.

As listed above in Section 4.1.2.3, several goals of Metro Area Plan are related to the creation of new green spaces and/or preservation and connectivity of existing green spaces within the Project area. These goals are supported by the proposed Metro Area Plan programs and policies including the following:

- Program 1, Freeway Cap Parks, which would develop and implement a comprehensive community engagement plan for a multi-year effort to study the feasibility of and potentially implement freeway cap parks within the Project area;[12]
- Program 6, Community Benefits Program, which would develop and implement a Community Benefits Program for projects within the Project area, with potential components such as requiring future projects to incorporate community serving amenities (e.g., parks, open space, public art) or requiring project applicants to make payments to a Community Benefits fund supporting community serving amenities.
- Policy LU 5.2 (Industrial Area Amenities), Policy LU 9.1 (Investment in Cap Park Infrastructure); Policy TOD 1.2 (Public Facilities and Transit); Policy TOD 1.3 (Publicly Accessible Open Space); Policy TOD 2.3 (Station Area Identity); Policy TOD 2.8 (Sustainable Greening); Policy HW/EJ 2.1 (Convert Underutilized Spaces); Policy HW/EJ 2.2 (Enhance Connectivity to Public Spaces); Policy S/CR 1.2 (Natural Surveillance in Public Spaces); Policy S/CR 3.1 (Urban Cooling), Policy HW/EJ 3.1 (Convert Underutilized Spaces), Policy S/CR 3.2 (Urban Greening); Policy S/CR 3.3 (Improved Shade); Policy S/CR 3.5 (Green Alleyways); Policy S/CR 3.6 (Freeway Caps)

It is important to note that while the above programs and policies would encourage future projects to incorporate beneficial aesthetic/visual resource components and/or encourage policy makers to consider future actions (i.e., studying the feasibility of future freeway caps or a future Community Benefits Program), no direct or indirect development of parks or other green spaces would occur as a result of Project implementation.

As discussed in Section 4.1.1.2, Existing Environmental Conditions, the community of East Los Angeles community is one of the largest and most urbanized communities in central Los Angeles County. The topography of most of East Los Angeles is relatively flat to gently sloping; however, the Repetto Hills in the northern portion of the community include some localized steep slopes (e.g., greater that 25%) which would be considered County HMAs (County of Los Angeles 2015a). East Los Angeles is almost entirely built out, with Belvedere Community Regional Park remaining as one of the last large, undeveloped pieces of land in the community. The Project would not accommodate any residential development within HMAs in the northern portion of the community (refer to Figure 3-1a). As discussed under Threshold 4.1-1, industrial development facilitated in the northern areas of the community would be located adjacent to but outside of the hillside area and would occur within previously developed industrial parcels. Any ACUs facilitated by the Project would be neighborhood-scale, located within existing residential parcels, and be subject to design and building standards proposed by the Project and set forth in the Zoning Code pertaining to the visual quality and character of residential zones. As illustrated in Figure 3-3a, industrial development that could occur under the Industrial Program in the East Los Angeles would be located within existing industrial sites (i.e., candidate parcels) and would not be located within HMAs. Additionally, the Project would not facilitate any development in the HMA's locally present in West Athens-Westmont.

[12] Freeway cap parks are parks built on large "decks" in the air space directly above below-grade freeway sections that can help reintegrate communities, conceal traffic, reduce air pollution, and provide green space (Houston and Zuñiga 2019).

Visual Character and Quality Conclusion and Impact Determination

Pursuant to the above discussion, any future development or redevelopment efforts related to residential, mixed-use, ACU, and/or industrial uses in Project area would consist entirely of infill activities located within previously disturbed and/or developed parcels. In addition to local County Code and zoning provisions, including design and building standards, CUPs (Section 22.56), oak tree permits (Chapter 22.174), and additional requirements related to the visual character and quality of signs (Chapter 22.144) and HMAs (Chapter 22.104), the Project would also be subject to all applicable state regulations pertaining to visual quality and character, including Title 24 of the CBC and the Streets and Highway Code. Due to the Project's proposed goals, programs, and policies, which are intended to enhance and preserve existing community character, the unobtrusive nature of any potential Project facilitated ACUs, and required compliance with state law and all applicable provisions of the County Code (including the Zoning Code and Green Zones Program), the Project would not substantially degrade the existing visual character or quality of the Project area communities, and would not impact public views, including views of parks and/or green spaces, within the Project area. As such, impacts would be less than significant.

Consistency Evaluation for Applicable Zoning and County Code Provisions

The County, like most jurisdictions, uses zoning to regulate such things as property use, building size and placement, setbacks, and allowable building materials on any given parcel within the unincorporated County areas. Zoning standards, codified in the County Zoning Code, have a substantial effect on the overall aesthetic character and quality of various zones throughout the Project area, be they residential, commercial, industrial, or other zone types, as these provisions provide a uniform set of standards (including development standards) that are applicable to all new development (and redevelopment) within a given zone or area. As discussed in Section 4.1.1.1, CSDs are established by the County as supplemental districts to implement special zoning standards within a community or community subarea. The Project would consolidate regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations. This includes a proposal to reorganize and streamline provisions within six of CSDs chapters contained within Division 10 of the Zoning Code. As part of the proposed Draft Metro Area Plan Implementation Ordinance (County of Los Angeles 2023b), the existing CSDs applicable to East Los Angeles, West Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook would be rescinded, revised (as applicable), and incorporated into the Project's proposed PASD chapter of the Zoning Code..[13] The proposed PASD standards would add requirements for conditional use permits for K-12 schools, drive throughs, and gas stations in the Project area, as well as development standards related to landscaping for residential and commercial uses, mixed-use projects in commercial zones, shared-kitchen complexes, and industrial uses. While there have been many revisions to individual CSD chapters over the years, the CSD chapters applicable to the Project area have never undergone a comprehensive update to ensure consistency with General Plan goals and policies and other applicable provisions contained elsewhere in the Zoning Code.

As a result of Project implementation, the revised zoning provisions set forth by the Project would be adopted by ordinance and would serve as the primary local-level zoning and standards for the Project area. The zoning standards proposed by the Project—including the proposed PASD standards and ACU development standards—and the Industrial Program's conceptual M-0.5 and LSP development and design standards, would define specific design and building criteria within each of the Project area communities, including provisions pertaining to visual quality and character, such as allowable building heights, bulk, pattern, scale, permitted building materials, or other features. Upon Project implementation, the revised zoning provisions, including PASD and ACU development

[13] The CSD for Florence-Firestone was rescinded as part of the FFTOD Specific Plan adopted by the County Board of Supervisors in February 2023.

standards, set forth by the Project would be adopted by ordinance and would serve as the primary community-level zoning and/or development guidelines for the Project area. Outside of the proposed PASD and ACU sections of the Zoning Code, the existing sections and provisions of the County Code would apply.[14] This would also be the case with all future zoning provisions and standards developed and implemented under the Industrial Program. Therefore, upon approval of the proposed Project, the Project would be consistent with the code standards and would not conflict with existing applicable zoning. As such, aesthetic impacts related to compliance with zoning would be less than significant.

Conflict Evaluation for Applicable General Plan Regulations

Pursuant to General Plan Implementation Program LU-1, Planning Areas Framework Program, the General Plan serves as the foundation for the Metro Area Plan, which focuses on land use and other policy issues that are specific to the unincorporated communities of the Metro Planning Area. In other words, the proposed Project would help implement the broader goals and policies of the General Plan within the Project area in a manner that is supportive of and context sensitive to each unincorporated Project area community. The below Table 4.1-1, Applicable General Plan Goals and Policies, provides a brief evaluation of each aesthetic-related General Plan goal or policy in relation to the proposed Project to determine if the proposed Project has the potential to result in a conflict.

Table 4.1-1. Applicable General Plan Goals and Policies

Goals and Policies	Conflict Evaluation
Goal LU 7 Compatible land uses that complement neighborhood character and the natural environment	*Would Not Conflict.* (Refer to Table 4.11-1, General Plan Conflict Evaluation, within Section 4.11, Land Use and Planning, of this Recirculated Draft PEIR.)
Policy LU 7.1 Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.	*Would Not Conflict.* Any future development indirectly accommodated by the proposed Project would be subject to design and development standards proposed by the Project and set forth by the County Code which include provisions related to buffers, setbacks, maximum building height, yards, open space and landscaping, building materials, maintenance and upkeep, screening (i.e., walls, enclosures, and trees), fences, form, and massing. These standards are discussed in further detail in Chapter 3, Project Description, of this Draft EIR and throughout this Draft EIR section. Further, the Metro Area Plan contains policies that would help ensure that Project facilitated development would be visually compatible with surrounding uses. Refer to areawide Metro Area Plan Policies LU 1.1, 1.3, 2.1, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 5.1, 5.2, 7.1, 7.2 8.1, 8.2, 8.3, 8.4, 11.1, TOD 2.8, HW/EJ 2.1, ED 1.1, and S/CR 3.1, 3.3.
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	*Would Not Conflict.* Residential, industrial, and ACU development facilitated as result of Metro Area Plan implementation would be subject to all applicable existing and proposed design and development standards related to scale, architectural styles, massing, materials, color, detailing, or ornamentation. These would include community specific, areawide development, and/or Countywide provisions. Compliance with applicable code standards would be ensured through required site plan and

[14] The conceptual development and zoning standards for the Industrial Program would be implemented with five years of Project approval and would include future updates to the Zoning Code. However, the Project, as currently proposed, does not involve any revisions the Zoning Code related to LSP or M-0.5 development standards.

Table 4.1-1. Applicable General Plan Goals and Policies

Goals and Policies	Conflict Evaluation
such as massing, materials, color, detailing or ornament.	development review pursuant to the County Code. Development and/or redevelopment that is in accordance with applicable zoning would not be anticipated to conflict with the surrounding built environment. Further, the Metro Area Plan contains policies that would help ensure that Project facilitated development would be appropriately designed and scaled, in consideration of the surrounding built environment. Refer to areawide Metro Area Plan Policies LU 1.1, 1.2, 2.5, 3.1, 3.2, 3.3, 3.4, 6.1, 7.1, 8.1, 8.2, 8.4.
Policy 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	*Would Not Conflict.* The Project includes goals and policies indented to help promote a stronger sense of community and connectivity within the commercial and mixed-use areas, and within transit oriented districts. For example, Goal LU 2 aims to create vibrant commercial areas that function as the connective fabric of the community and provide an attractive and safe public realm. In addition, Policy M 2.1 (Pedestrian Connections) is intended to increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of crosswalks, widened sidewalks, pedestrian-scale street lighting, wayfinding signage, street trees, shade structures, and other elements. Other policies proposed by the Project include expanded use of street trees, pedestrian oriented design, and the creation of visual connections between Metro retail stations through the installation of identifiable public art. Finally, Policies HP 2.1 and 2.2 would encourage a sense of place in the Project area and communicate historic significance through prioritizing initiatives for signage programs and design standards.
Policy LU 10.8: Promote public art and cultural amenities that support community values and enhance community context	*Would Not Conflict*. Metro Area Plan Policy TOD 2.4 calls for integration of public art throughout transit-oriented districts, including the Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas. In addition, a goal of the Project (Goal LU 2) is to promote vibrant commercial areas that support a variety of cultural activities. Goal LU 10 recognizes that art enriches the public realm by inviting people to connect with cultural identity, patterns, and treasures, and LU 10.1 through 10.3 support this goal by promoting diverse forms of public art, such as murals, within each Project area community. Policy LU 1.3 encourages the incorporation of public art into the design of publicly visible noise barriers, while the proposed Community Benefit Program provides a potential avenue for setting up a fund for community benefits such as public art. Finally, Project facilitation of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods.
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.	*Would Not Conflict.* A stated goal (Goal LU 2) of the Project is to create vibrant commercial areas. Policy LU 3.2. would support façade beautification of existing businesses while Policy LU 3.3 aims to provide defining architectural elements and visual interest in new development and renovations to existing structures in commercial areas. In addition, Policy TOD 3.5 calls for integration of public art throughout transit-oriented districts, including the Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas, which would create unique focal points near transit stations.

Table 4.1-1. Applicable General Plan Goals and Policies

Goals and Policies	Conflict Evaluation
Policy C/NR 13.1 Protect scenic resources through land use regulations that mitigate development impacts.	*Would Not Conflict*. The Project area in completely built out with existing urban development. The General Plan does not identify particular views or scenic resources in the Project area. The topography of the area is predominantly flat to gently sloping and does not support any major topographic features such as distinct ridgelines or unique rock outcroppings. Future development accommodated because of Project implementation would not block public vantage points of Project area visual resources such as parks or locally valued scenic vistas such as mountains, foothills, or the Los Angeles Skyline. Additionally, future development in the Project area would be required to comply to existing land use regulations, including development and design standards set forth in the County Code related to height, form, massing, scale, setbacks, materials, and other standards. Finally, the Project proposes new land use regulations through the PASD and ACU standards, which would serve to mitigate potential development impacts.
Policy C/NR 13.2 Protect ridgelines from incompatible development that diminishes their scenic value.	*Would Not Conflict.* The Project would not facilitate any development within or adjacent to ridgelines.
Policy C/NR 13.3 Reduce light trespass, light pollution and other threats to scenic resources.	*Would Not Conflict*: The Project area is a highly urbanized environment, and there are a number of existing sources of nighttime illumination, including lighting from the Metro stations and rail lines, parking lot lights, security lights, and interior and exterior lighting from residential, commercial, office, and industrial buildings. Additional nighttime light and glare sources are generated by surrounding residential and commercial land uses outside of the Project area, as well as from vehicular traffic and streetlights along major highways and roadways. Due to the existence of light and glare from existing commercial, office, industrial, and residential uses in the Project area, the Project is not anticipated to add significant new sources of nighttime light and glare in the vicinity. Future nonresidential development in the Project area would be subject to Chapter 5 of CALGreen, including Measure 5.106.8, Light Pollution Reduction, requiring outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. The Project also include measures to reduce impacts related to lighting, including requiring all ACU related lighting be full cutoff.
Policy C/NR 13.4 Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.	*Would Not Conflict.* The Project area is entirely built out with existing urban development and does not support any natural terrain or vegetation. Some ruderal vegetation and hillside areas are located within the Project areas; however, these areas are surrounded by existing urban development. The Project would promote the concentration of future growth and activity within existing urban areas with a range of mobility options and away from the more rural areas of the County that support natural terrain and vegetation. This would help preserve the existing character of these natural resources.
Policy C/NR 13.6 Prohibit outdoor advertising and billboards along scenic routes, corridors,	*Would Not Conflict.* The Project would not facilitate the development of any advertising or billboards in scenic areas.

Table 4.1-1. Applicable General Plan Goals and Policies

Goals and Policies	Conflict Evaluation
waterways, and other scenic areas.	
Policy C/NR 13.8 Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides	*Would Not Conflict*. HMAs are locally present in the Repetto Hills portion of East Los Angeles and in the vicinity of I-105 West in West-Athens-Westmont. The topography throughout the remainder of the Plan Area communities is relatively flat to gently sloping. New industrial and/or residential zones have not been proposed in the HMAs within East Los Angeles or West Athens-Westmont. Only potential ACU development in residential areas would be in HMAs. ACUs would be small-scale, neighborhood serving, and secondary to the primary on-site residential use. Due to the unobtrusive nature of ACU development within existing residential sites and structures, facilitated HMA development in HMAs would not have a substantial effect on the natural and scenic character of HMAs in East Los Angles or West Athens-Westmont. In compliance with the California Building Code and Los Angeles County Code, new construction of ACUs on hillsides, including those within HMAs, would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction of ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. In hillside areas with less than a 25% slope (i.e., areas that do not qualify as HMAs), use of the guidelines is optional but encouraged. The County provides a Sensitive Hillside Design Measures Checklist, used by applicants to determine whether the Hillside Design Guidelines would be applicable.
Policy C/NR 13.9 Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible: ▪ Public safety and the protection of hillside resources through the application of safety and conservation design standards; ▪ Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses, and SEAs [Significant Ecological Areas].	*Would Not Conflict*. See response to Policy C/NR 13.8, above.
Policy C/NR 13.10 To identify significant ridgelines, the	*Would Not Conflict.* This analysis has considered the given criteria and has determined that the hillside areas within the Project area do not qualify as

Table 4.1-1. Applicable General Plan Goals and Policies

Goals and Policies	Conflict Evaluation
following criteria must be considered: ▪ Topographic complexity; ▪ Uniqueness of character and location; ▪ Presence of cultural or historical landmarks; ▪ Visual dominance on the skyline or viewshed, such as the height and elevation of a ridgeline; and ▪ Environmental significance to natural ecosystems, parks, and trail systems	significant ridgelines. The hillside areas in East Los Angeles and West Athens-Westmont are built out with existing residential development and roadways and do not support substantial natural open space areas, parks, or trail systems. These hillside areas do not exhibit topographic complexity, uniqueness of character or location, or visual dominance of the skyline. While the hillside areas in East Los Angeles provide access to long-range views of mountains, foothills, and the downtown Los Angeles skyline, the hillsides themselves have a built out urban character, and silhouettes of the hillside areas are dominated by existing urban development, and do not display the natural cut of ridgelines.

Source: County of Los Angeles 2015a

The analysis provided in Table 4.1-1 shows that in accordance with General Plan Implementation Program LU-1, the Project would not conflict with existing General Plan regulations governing scenic quality, and impacts would be less than significant.

Conflict Evaluation for Other Applicable Regulations Governing Scenic Quality

The Metro Area Plan aims to build off the character and existing assets of each of the seven communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The Metro Area's seven communities are currently subject to numerous and often overlapping plans, policies, and regulations. As discussed above, the Project would consolidate regulations that currently exist across multiple plans to simplify and streamline land use regulations. The East Los Angeles Community Plan (adopted in 1988), the Walnut Park Neighborhood Plan (adopted in 1987), and the West Athens-Westmont Community Plan (adopted in 1990) were developed decades ago; the Metro Area Plan would rescind and supersede these documents and establish uniform goals and policies within the Project area. The Florence-Firestone Community Plan (adopted in 2019) would be absorbed into the Metro Area Plan and would not be considered a standalone document upon approval of the Area Plan. The Florence-Firestone Transit Oriented Specific Plan (which will likely be adopted in October 2022), the Willowbrook TOD Specific Plan, and the Connect Southwest LA Plan would remain standalone documents.

Implementation of the Project would establish the Metro Area Plan as a component of the General Plan. In the same measure, implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the Metro Area Plan. As such, whether an existing local-level plan is absorbed into the Metro Area Plan (as with Florence-Firestone Community Plan) or exists an ostensibly "separate" plan (such as the TOD specific plans), all community plans and TOD specific plans applicable to the Project area would be components of the Metro Area Plan and would be subordinate and subject to the Project's proposed goals, policies, and standards. In the event that a community or TOD specific plan conflicts with the Metro Area Plan, the Metro Area Plan would ultimately preside, pursuant to the General Plan; however, as discussed above, a primary objective of the Project is to bring all community and TOD specific plans applicable to the Project area into conformance with one another, as well as with the Metro Area Plan, the General Plan, and other applicable regional plans, which

would reduce (or avoid) the potential for land-use related conflicts to arise in the future, and would create a universal framework for guiding the future growth and development of the Project area through 2035 (County of Los Angeles 2015a). Ultimately, the Metro Area Plan, along with any applicable TOD specific plans, would replace all existing community/neighborhood plans as the primary local planning documents for the Project area communities. The consolidation and simplification of the various existing community plans would not conflict with existing regulations governing scenic quality applicable to the Project area, and impacts would be less than significant.

Threshold 4.1-5 Would the project create a new source of substantial light, glare, or shadow which would adversely affect day or nighttime views in the area?

Given that the Project area is a highly urbanized environment, there are a number of existing sources of nighttime illumination, including lighting from the Metro, 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 Project area, as well as from vehicular traffic and streetlights along major highways and roadways. Development facilitated by the proposed Project would alter and intensify land uses and their related lighting sources throughout the Project area by introducing new building (interior and exterior), security, sign, street, and parking lights. The Project 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 (e.g., East Los Angeles Policy 2.4 and 2.5; East Rancho Dominguez Policy 8.1; and Florence-Firestone Policy 14.2). 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), particularly in relation to facilitated industrial development within existing industrial zones.

The Project's proposed PASD and ACU development standards would include measures intended to reduce potentially adverse lighting and glare impacts associated with future development and redevelopment implemented under the Metro Area Plan. These measures include proposed Zoning Code Section 22.364.070(A)(1)(a), which states that all lighting used in residential zones must not impact surrounding or neighboring properties, and that the "…type and location of site and building lighting [must] preclude direct glare onto adjoining property, streets, or skyward".[15] Additionally, pursuant to proposed Zoning Code Section 22.364.070(A)(1)(a), all lighting fixtures in residential zones within the Project area must be fully shielded to confine light spread on-site as much as possible. Regarding ACUs, which would be located within corner lots in residential zones, and pursuant to proposed Zoning Code Section 22.364.070(A)(2)(a)(ii)(6) (Outdoor Lighting), all outdoor lighting associated ACU must be full cutoff, and lighting used on site must not impact surrounding or neighboring properties. These proposed standards would help ensure that future development implemented under MAP would not have adverse light or glare impacts.

In addition to proposed ACU and PASD standards related to lighting and glare, future development and redevelopment projects facilitated by the Project would 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. Finally, any Project facilitated development would be required to comply with applicable

[15] For a complete list of the proposed Metro Planning Area Standards District (PASD) standards and other amendments to the Zoning Code (Title 22), please refer to the Draft Metro Area Plan Implementation Ordinance, available for review on the County's website: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/

CALGreen provisions including Measure 5.106.8 (Light Pollution Reduction), which further requires outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. Compliance with these state provisions would be ensured through County's development review process and building plan check process. Finally, Pursuant to Section 21466.5 of the California Vehicle Code, no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway, which help ensure that any Project facilitated development would only incorporate outdoor lighting in a manner that is safe and appropriate, and unlikely to impact adjacent sensitive uses or drivers in the public right-of-way.

In addition to lighting and glare, development facilitated by the proposed Project would create new sources of shade and shadow throughout the Project area by introducing new buildings or increasing the density of existing parcels through redevelopment. However, all development facilitated by the Project would most likely qualify as infill and would be similar (and context sensitive) to the existing built environment. This would be ensured through mandatory compliance with existing and proposed development standards, including standards related to height, landscaping, setbacks, floor area ratio, and allowable use-types. It is also important to note that due to the dense urban environment and lack of green space, many of the communities within the Project area create "heat islands" with temperatures significantly higher than neighborhoods just a few miles away.[16] As such, the Project area is in need of more shade sources and features to reduce the urban heat-island effect. Metro Area Plan Policy S/CR 3.1 (Urban Cooling) supports the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy efficient roofing. In addition, Policy S/CR 3.2 (Improved Shade) supports increased shading of railway stations and bus stops, while Policies HW/EJ 3.1 (Convert Underutilized Spaces), S/CR 3.5 (Green Alleyways), and S/CR 3.5 (Freeway Cap Parks) would support and encourage development of green spaces within the Project areas to beautify the Project area. Once reviewed and approved, future development projects that are responsive to these goals and policies could help reduce the heat island effect and provide new shade sources.

Overall, development facilitated by the Project would introduce new sources of light, glare, and shadow. However, the Project area is highly urbanized; new light, glare, and shadow associated with implementation of the Project would be typical of the surrounding area and what is expected within urban and transit-oriented districts. In addition, the Project facilitated introduction of lighting to increase the accessibility, safety, and convenience of multimodal travel, improved new shade sources, and features to reduce the heat island effect would represent a net benefit to the community.[17] These factors, together with adherence to the Project's proposed PASD standards and other applicable provisions of the County Code, California Vehicle Code, and CBC (including CALGreen standards and California Building Energy Efficiency Standards), would reduce potentially adverse effects related to lighting, glare or shadow and impacts resulting from Project facilitated development would be less-than-significant.

4.1.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively

[16] According to the U.S. Environmental Protection Agency, heat islands are "…urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies" (U.S. EPA 2022).

[17] Reducing temperatures from heat islands can benefit a community be reducing overall electrical demand and energy consumption, reducing emissions of air pollutant and greenhouse gases, and reducing heat-related death and illness (U.S. EPA 2022).

considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative aesthetic impacts include the Project area, City of Compton, and portions of the City of Los Angeles that are within the Metro Planning Area boundary, as well as portions of adjacent jurisdictions that are within the viewshed of the Project area.[18] Aesthetic impacts are localized to the Project area and its immediate surroundings. The full list of related plans and projects applicable to this Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Recirculated Draft PEIR.

Threshold 4.1-1. Cumulative impacts to scenic vistas would result if cumulative development would block scenic views within the cumulative geographic study area, such as long-range views of distant mountain ranges, foothills, and the downtown City of Los Angeles skyline. Within the Project area, these long-range views are most accessible from the hillsides within East Los Angeles and an existing pedestrian bridge over the Metro A (Blue) Line tracks at East 76th Street in Florence-Firestone. While implementation of the Project would alter views within the cumulative geographic study area by facilitating new development, such development would not block views of scenic resources from these vistas. Zoning regulations under the proposed mixed-use zones, together with existing or proposed development standards (i.e., for the PASD and ACUs) would ensure that building height and bulk of future development is consistent with the character of low-scale neighborhoods. Given that the Metro Planning Area is highly urbanized and built out, cumulative development in the vicinity generally would not create additive effects to individual view locations since view changes would be location specific. It is possible that other development within incorporated cities within and adjacent to the Metro Planning Area could have a significant impact on scenic vistas; however, the Project's incremental contribution to the cumulative impacts would not be cumulatively considerable.

Threshold 4.1-2. The regional Los Angeles River Trail runs along the eastern bank of the Los Angeles River from the City of Arcadia in the north to the City of Long Beach in the south. Cumulative impacts to a regional riding hiking, or multi-use trail would occur if cumulative development would be visible from or obstruct views from the Los Angeles River Trail. The existing views from the trail in the vicinity of the Project area (i.e., along the eastern boundary of East Rancho Dominguez) include the paved, channelized riverbed and a residential-urban landscape. Given that this leg of the trail is highly urbanized and built out, cumulative development generally would not create additive effects to individual view locations along the trail. Due to the flat topography, adjacent development, and existing landscaping (e.g., trees), views along this area of the trail are generally short-range and would not include multiple cumulative development projects within a single viewshed. Furthermore, any view changes for trail users (who would be in motion along the trail) would be momentary and location specific. Finally, the Project's proposed land-use changes for parcels within view of the trail (i.e., from residential to denser residential) would not result in development that is out of character with the existing urban-residential landscape. As such, the incremental effects of the Project on scenic vistas would not be cumulatively considerable.

Threshold 4.1-3. Due to intervening distance, terrain, and development, the proposed Project would not be visible from a state scenic highway, including the eligible scenic highway segment of I-210, the officially designated scenic highway segment of RS-2, or the Arroyo Seco Historic Parkway. As such, the Project would not have any incremental effects and no significant cumulative impact to scenic resources within a state scenic highway would occur.

Threshold 4.1-4. Impacts to visual character are location specific. Consequently, changes to the visual character of one area of the cumulative study area would not alter the visual character of other neighborhoods or otherwise have additive effects on the visual character of another neighborhood. As such, although development across the cumulative study area may collectively alter the visual character of many communities and neighborhoods, cumulative impacts to visual character would not occur. As discussed under Threshold 4.1-4 above, future

[18] The following jurisdictions share a border with one more of the unincorporated Metro Planning Area communities: Commerce, Compton, Hawthorne, Huntington Park, Los Angeles, Lynwood, Montebello, Monterey Park, Paramount, and South Gate.

development facilitated by the Project is expected to consist entirely of infill activities located within previously disturbed and/or developed parcels. Proposed goals, programs, and policies are intended to enhance and preserve the built-environment resources that contribute to existing community character, such as a mix of housing, green space, and vibrant commercial areas. Zoning regulations under the proposed mixed-use zones, together with existing or proposed development standards (i.e., for the PASD and ACUs) would ensure that building height and bulk of future development is consistent with the character of low-scale neighborhoods. Furthermore, proposed programs and policies would encourage the provision of new green spaces, façade beautification, and conversion of underutilized parcels, which could influence future development projects to remove lower-quality visual character features from the Project area. It is possible that other development within incorporated cities within and adjacent to the Metro Planning Area could have a significant impact related to the substantial degradation of the existing visual character or quality of public views of a 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; however, the Project's incremental contribution to the impacts would not be cumulatively considerable.

Threshold 4.1-5. Light and glare levels vary considerably throughout cumulative study area, but light levels are generally consistent with that associated with urban environments. The incremental increase in light and glare associated with future development would not be expected to substantially alter overall light/glare conditions. In addition, impacts related to light and glare are location-specific. Consequently, incremental changes to light or glare conditions that may result from an individual development project in one area would not alter light or glare conditions in other neighborhoods. A majority of the nearby communities are generally separated by distance, topography, the Los Angeles River, and/or major freeways. Consequently, although Project areawide development may incrementally increase lighting levels, the effects of the Project light and glare conditions on adjacent areas would be limited, due to a variety of barriers to light propagation, including buildings in the Project area. New light and glare associated with the implementation of the Project would be typical of the surrounding area and what is expected for urban communities. Furthermore, the Project's proposed development standards (including lighting and building height standards), together with applicable provisions of the County Code, California Vehicle Code, and CBC, would also be applicable to future development projects in the Project area. For reasons discussed above, the Project's incremental effects would not be cumulatively considerable. Shade and shadow impacts are also location-specific; therefore, although cumulative development may increase shadows in specific locations, shadows would be limited to the immediate area of each new development and development in one community or neighborhood would not add to shadow impacts in another community or neighborhood. As such, cumulative shadow impacts would not be cumulatively considerable.

4.1.2.6 Mitigation Measures

No mitigation measures are required.

4.1.2.7 Level of Significance After Mitigation

Threshold 4.1-1: The Project would have a **less than significant impact** related to adverse effects on a scenic vista.

Threshold 4.1-2: The Project would have a **less than significant impact** related to visibility from or obstruction of views from a regional riding, hiking, or multi-use trail.

Threshold 4.1-3: The Project would have **no impact** related to damages to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Threshold 4.1-4: The Project would have a **less than significant impact** related to degradation of 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.

Threshold 4.1-5: The Project would have a **less than significant impact** related to creation of a new source of substantial shadow, light, or glare which would adversely affect day or nighttime views in the area.

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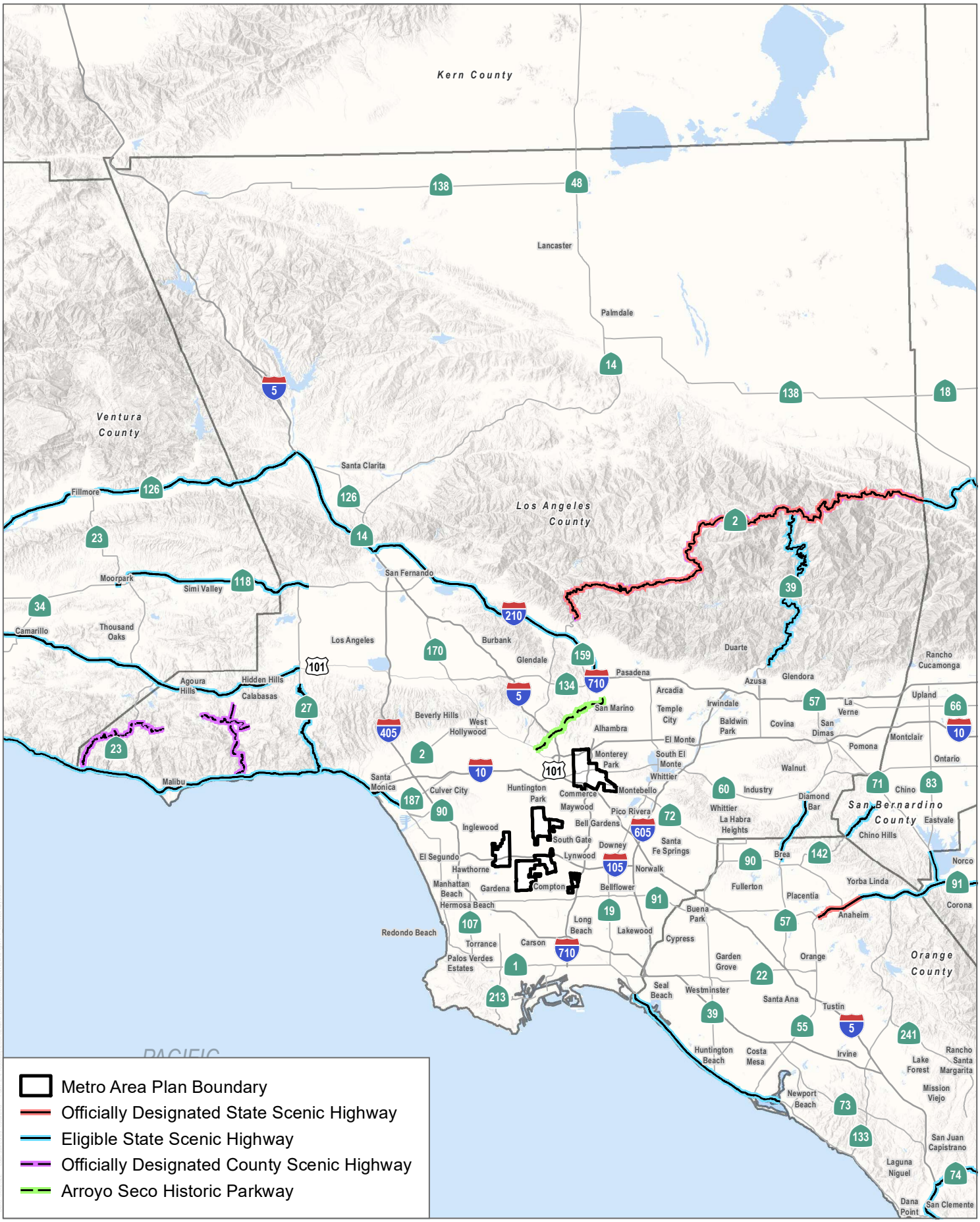

SOURCE: Caltrans Scenic Highways, County of Los Angeles DRP Scenic Highways

FIGURE 4.1-1

Scenic Highways

Los Angeles County Metro Area Plan PEIR

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4.2 Agriculture and Forestry Resources

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on agriculture and forest resources, including conversion of farmland to non-agricultural use, conflicts with zoning for agricultural use, and loss of forest land. A description of the existing agriculture and forest resources for the Project area and surrounding areas is also provided to present the environmental baseline for the Project. The analysis is based, in part, on review of the County General Plan, California Department of Conservation Farmland Mapping and Monitoring Program, aerial images, Williamson Act Contract Land Map 2017, and the following:

Appendix B-4 Administrative Consistency Changes for Zoning and Land Use Policy Maps

Other sources consulted are listed in Section 4.2.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.2.1 Environmental Setting

4.2.1.1 Regulatory Setting

Federal

There are no federal regulations that pertain to farmland and forestry resources that would apply to the Project.

State

Department of Conservation Farmland Mapping and Monitoring Program

The Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) provides consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The FMMP produces Important Farmland Maps, which are a hybrid of resource quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every 2 years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. Data are also released in statistical formats—principally the biennial California Farmland Conversion Report. The following describes the Important Farmland categories (DOC 2022).

Prime Farmland. Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Grazing Land. Land on which the existing vegetation is suited to the grazing of livestock.

Urban and Built-Up Land. Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land. Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act)

The Williamson Act provides tax incentives to retain prime agricultural land and open space in agricultural use, which subsequently slows its conversion to urban development. The Williamson Act requires a 10-year contract between the County and landowners who enter into contracts with local government for long-term use restrictions on qualifying agricultural and open space land. Due to the urbanized location of the Project area, there is no agricultural land under a Williamson Act contract. As such, the Williamson Act Contract Land map designates the Project area as “Non-enrolled land”, defined below (DOC 2017).

Non-Enrolled Land. Land not enrolled in a Williamson Act contract and not mapped by Farmland Mapping & Monitoring Program (FMMP) as Urban and Built-Up Land or Water.

California Public Resources Code (PRC)

The PRC defines forest land and timberland resources, provided below. The Project area does not contain any forestry resources that meet either definition.

Public Resources Code Section 12220(g). “Forest land” is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Public Resources Code Section 4526. “Timberland” means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

California Government Code (GOV)

The California Government Code includes a definition for a "timberland production zone". The Project area does not contain any timber resources that would qualify as a timberland production zone.

Local

The following local/regional regulations pertaining to farmland and forestry resources would apply to the Project.

Los Angeles County 2035 General Plan

The General Plan includes guiding principles, which inform the County's goals, policies, and implementation actions. The following guiding principle is applicable to agricultural and forestry resources:

> "Promote excellence in environmental resource management: Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable."

The Conservation and Natural Resources Element of the County's General Plan provides goals and policies relevant to agricultural and forestry resources (County of Los Angeles 2015):

Goal C/NR-8 Productive farmland that is protected for local production, open space, public health, and the local economy.

Policy C/NR 8.1 Protect Agricultural Resource Areas (ARAs), and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.

Policy C/NR 8.2 Discourage land uses in the ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities.

Goal C/NR-9 Sustainable agricultural practices.

Policy C/NR 9.1 Support agricultural practices that minimize and reduce soil loss and prevent water runoff from affecting water quality.

Policy C/NR 9.2 Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and organic farming.

Policy C/NR 9.3 Support farmers' markets throughout the county.

Policy C/NR 9.4 Support countywide community garden and urban farming programs.

Policy C/NR 9.5 Discourage the conversion of native vegetation to agricultural uses.

Agricultural Resource Areas

Agricultural Resource Areas (ARAs) consist of farmland identified by the California Department of Conservation and farms that have received permits from the County Agricultural Commissioner/Weights and Measures. The County encourages the preservation and sustainable utilization of agricultural land, agricultural activities, and compatible uses within these areas (County of Los Angeles 2015).

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The Project would amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition. Although the East Los Angeles 3rd Street Specific Plan is contained within a portion of the Project area (see Figure 2-3a, Existing General Plan Land Use, East Los Angeles, of this Recirculated Draft PEIR), there are no goals or policies that address agriculture and forestry resources (County of Los Angeles 2014a).

Florence-Firestone Community Plan. As part of the proposed Project, the Florence-Firestone Community Plan would be reorganized and incorporated into the Metro Area Plan. The Florence-Firestone Community Plan identifies agricultural zoning (A-1, Light Agricultural) within the boundaries of the community (see Section 4.2.1.2, below for more discussion). However, there is no land use designation category for agricultural uses specified within the Community Plan. The Florence-Firestone Community Plan also includes goals and policies relevant to the proposed Project and agricultural and forestry resources. The following policy is applicable to agricultural and forestry resources (County of Los Angeles 2019a):

> **Policy SH-4.2** **Urban Agriculture** Promote the use of the Urban Agriculture Incentive Zone (UAIZ) and other incentives to convert underutilized properties and expand access to healthy and affordable foods.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) includes zoning designations consistent with the Los Angeles County Code (e.g., A-1, Light Industrial, referred under Chapter 22.16) (County of Los Angeles 2021). In addition, the FFTOD Specific Plan allows for community gardens under the "Agricultural and Resource-Based Uses" category within the following zones: Mixed Use 1 (MU-1), Mixed Use 2 (MU-2), Mixed Use (MU-3), Mixed Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), Residential Slauson Station (RSS), Industrial Mix (IX); consistent with Table 22.418.040-A of the County Code. Lastly, the following use requires a Conditional Use Permit, consistent with Chapter 22.158 of the County Code, under the Light Manufacturing (M-1): Agricultural contractor equipment, sale or rental or both. The Project would amend the FFTOD Specific Plan to allow shared kitchen complexes and require CUPs for K-12 schools in the FFTOD Specific Plan area.

Connect Southwest LA Specific Plan. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. As part of the proposed Project, the Connect Southwest LA Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. As detailed in Figure 2-3e, Existing General Plan Land Use, West Athens-Westmont (see in Chapter 2, Environmental Setting), the Connect Southwest LA Specific Plan includes zoning overlays that are within with the West Athens-Westmont community. The following Connect Southwest LA Specific Plan policy is applicable to agricultural and forestry resources (County of Los Angeles 2019b):

Policy 6.7 Promote the production and distribution of locally grown food such as by allowing farmers markets, food cooperatives, and public rights-of-way for urban agriculture.

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with implementation of the Project. As detailed in Figure 2-3g, Existing General Plan Land Use, Willowbrook (see in Chapter 2, Environmental Setting), the Willowbrook TOD Specific Plan includes zoning overlays that are within with the Willowbrook community. The Specific Plan includes zones and use regulations for the Willowbrook TOD Plan Area. Only within Mixed Use zones (MU-1 and MU-2) are "agricultural uses" allowed with a Ministerial Site Plan Review (SPR), in accordance with Chapter 22.186 of the Los Angeles County Code. Specifically, the only "Agricultural and Resource-Based Uses" allowed within the Willowbrook TOD Specific Plan are community gardens.

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of agriculture and forestry resources are identified below.

Title 22 - Planning and Zoning. Chapter 22.16 (Agricultural, Open Space, Resort and Recreation, and Watershed Zones) of Title 22 outlines the purpose, use restrictions, and general regulation of agricultural uses (County of Los Angeles 2022a).

4.2.1.2 Existing Environmental Conditions

Mapped Important Farmland

The DOC's FMMP maps each of Project's communities, the majority of which are designated as Urban and Built-Up Land. As mentioned above in Section 4.2.1.1, Regulatory Setting, "Urban and Built-Up Land" is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures (DOC 2018).

Although the majority of the Project area is mapped as Urban and Built-Up land. The following communities include land designated as Unique Farmland and Prime Farmland under the FMMP:

- ***Florence-Firestone:*** Unique Farmland mapped along a portion of the southern boundary of the Project area. See Figure 4.2-1, Farmland Mapping and Monitoring Program Florence-Firestone, for more details. In addition, under existing conditions, these areas consist of community gardens or nursery-type land uses surrounded by residential land uses and roadways.

Some land surrounding the Project area is mapped as Unique Farmland, as summarized below:

- ***East Los Angeles:*** Unique Farmland mapped approximately 0.42 mile to the east of the Project area's boundaries, northeast of Ashiya Park
- ***East Rancho Dominguez:*** Unique Farmland mapped approximately 100 feet to the south of the Project area's boundaries along Greenleaf Boulevard and to the east, between Orange Avenue and Garfield Avenue

- ***West Athens-Westmont:*** Unique Farmland mapped approximately 0.46 to the southeast of the Project area's boundaries across the Interstate 110
- ***West Rancho Dominguez-Victoria:*** Prime Farmland mapped approximately 0.36 mile to the north of the Project area's boundaries, north of State Route 105 freeway and east of Avalon Boulevard; Unique Farmland mapped approximately 600 feet west of the Project area's boundaries to the west of South Figueroa Street, and approximately 0.42 mile south of Gardena Boulevard

Agricultural Land Uses and Zoning

Under existing conditions, portions of the Project area include land zoned for agricultural use, as shown in Figures 2-4a through 2-4g, Existing Zoning, in Chapter 2, Environmental Setting, of this Recirculated Draft PEIR. As described above in Section 4.2.1.1, the communities of East Los Angeles, Walnut Park, West Rancho Dominguez-Victoria, and Willowbrook do not have specific zoning designations for agricultural use. The following communities include zoning for agricultural use.

East Rancho Dominguez

Existing zoning designates portions of the community between Rosecrans Avenue and Compton Boulevard; areas north of Rosecrans Avenue and west of Interstate 710; and the southern portion of the community south of Alondra Boulevard as Zone A-1, Light Agricultural. See Figure 2-4b, Existing Zoning, East Rancho Dominguez, for more details. However, under existing conditions, these areas are entirely developed with low- to medium-density residential land uses.

Florence-Firestone

One parcel (Assessor Parcel Number [APN] 6049-008-031) south of East 92nd Street is zoned A-1, Light Agricultural (County of Los Angeles 2022b). See Figure 2-4c, Existing Zoning, Florence-Firestone, for more details. Existing conditions for this parcel consist of a single-family residence surrounded by nursery-type land uses, residential neighborhoods, and roadways.

West Athens-Westmont

Two parcels (APNs 4057-032-900 and 4057-032-901) located on the southwest corner, north of El Segundo Boulevard and east of Van Ness Avenue are zoned A-1, Light Agricultural. Refer to Figure 2-4e, Existing Zoning, West Athens-Westmont, for more details. Existing conditions for this area consist solely of a public golf course known as the Chester L. Washington Golf Course.

Forest Land

The Project area is not located within areas defined as forest land, timberland, or timberland production. According to the Los Angeles County General Plan PEIR, there are two national forests within Los Angeles County: Angeles National Forest and Los Padres National Forest (County of Los Angeles 2014b). Additionally, the County contains small areas of forest outside of National Forests, including within the Santa Monica Mountains, Sierra Pelona Mountains, and areas of the San Gabriel Mountains (County of Los Angeles 2014b). Neither are located within the Project area's boundaries or within the immediate vicinity of Metro Planning Area.

4.2.2 Environmental Impacts

4.2.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The existing County General Plan, state farmland maps, and aerial images were used to evaluate known agricultural, timberland, and/or forest resources located in the Project area. The potential for the proposed Project to impact agricultural, timber, and/or forest resources is dependents on where within the Project area rezoning would occur, and subsequent future development as a result of the Metro Area Plan.

4.2.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to agriculture and forest resources are listed below. A project may have a significant impact if it would:

Threshold 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

Threshold 4.2-2: Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract.

Threshold 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

Threshold 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use.

Threshold 4.2-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

4.2.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development.

In addition, as part of the administrative "clean-up" discussed in Chapter 3 and included in Appendix B-4 of this Recirculated Draft PEIR, the Project would rezone existing A-1 (Light Agricultural) zoned parcels in East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont to residential or open space to be consistent with the existing General Plan land use designations applicable to these parcels. Select agricultural activities and land uses (e.g., community gardens) that may occur under existing conditions would still be allowed under the proposed zoning. However, some agricultural-type land uses would be prohibited or would be subject to a Conditional Use Permit (e.g., crops, including field, tree, bush, berry, and row; and plant nurseries, propagation of nursery stock only) under the proposed zoning, as shown in Table 22.18.030-B, Principal Use Regulations for Residential Zones and Table 22.16.030-B, Principal Use Regulations for Agricultural, Open Space, Resort and Recreation, And Watershed Zones, of Title 22 (Planning and Zoning) of the County Code. Existing residential uses and recreational uses under the current zoning are permitted under A-1, and, as the existing General Plan land use designations would remain the same, no density increase is proposed or would occur on these parcels as a result of Project implementation. In addition, as described above in Section 4.2.1.1, the communities of East Los Angeles, Walnut Park, West Rancho Dominguez-Victoria, and Willowbrook do not have specific zoning designations for agricultural use (e.g., A-1). The proposed action to rezone select A-1 parcels in East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont would be consistent with the existing General Plan designations, bring the parcels into conformance with their corresponding existing land uses, and allow the zoning of these parcels to be consistent with the relative uses and zoning of adjacent and/or surrounding parcels.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of agriculture and forestry resources listed in Section 4.2.1.1 above.

Areawide Goals and Policies

Policy LU 4.3 Farmers' Markets. Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighboring residents with easy access to fresh and nutritious foods on a regular basis.

Policy HW/EJ 3.1 Repurpose Underutilized Space for Food Access. Support farmers' markets and community gardens at community parks, schools, vacant lots, and within overhead utility easements.

Policy HW/EJ 3.2 Urban Agriculture. Promote Urban Agriculture Incentive Zone and other incentives to convert underutilized properties and expand access to healthy and affordable foods.

Policy HW/EJ 3.4 Edible Gardens in New Developments. Provide development incentives for including space for edible gardens within new developments over 10 units.

Community-Specific Goals and Policies

There are no community-specific goals or policies related to the topic of agriculture and forestry.

4.2.2.4 Impact Analysis

Threshold 4.2-1 Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project area is predominately designated as "Urban and Built-Up Land" on the DOC FMMP maps (see discussion under Section 4.2.1.2, Existing Environmental Conditions); however, a small area of "Unique Farmland" is located within the Florence-Firestone community of the Project area. In addition, for informational purposes, discussion on surrounding land mapped under the FMMP is detailed below.

As described above in Section 4.2.2.3, Land Use Changes, Programs, and Policies, the proposed Project would not include the construction or operation of any new development or infrastructure projects. Thus, the Project would not result in direct impacts to the Project area; however, implementation of the Metro Area Plan would result in changes to land use designations and zones (i.e., conversion of agricultural zoning to residential), which would facilitate additional future development.

Walnut Park and Willowbrook

The communities of Walnut Park and Willowbrook are not located within 0.5 mile of land mapped by the FMMP. As such, no land mapped by the FMMP would be indirectly converted to a non-agricultural use through the land use changes associated with the proposed Project. As shown in Figure 3-1d, Proposed Zoning, Walnut Park, and Figure 3-1g, Proposed Zoning, Willowbrook, the Project would not rezone land currently mapped or adjacent to land mapped by the FMMP within unincorporated communities of Walnut Park and Willowbrook. Additionally, Project implementation would not result in growth-inducing effects that could alter the development patterns of the Walnut Park and Willowbrook communities due to the developed and urbanized nature of the Project area and distance from the proposed rezoning program. Therefore, the proposed Project would not impact land mapped under the FMMP and would not result in the conversion of Important Farmland to a non-agricultural use within these communities. No impact would occur.

East Los Angeles, West Athens-Westmont, And West Rancho Dominguez-Victoria

As described in Section 4.2.1.2, Unique Farmland is mapped approximately 0.42 mile to the east of East Los Angeles and to the northeast of Ashiya Park; approximately 0.46 southeast of West Athens-Westmont across the Interstate 110; and approximately 600 feet west of West Rancho Dominguez-Victoria and approximately 0.42 mile south of Gardena Boulevard. Prime Farmland is mapped approximately 0.36 mile to the north of West Rancho Dominguez-Victoria, to the north of State Route 105 freeway and east of Avalon Boulevard. Given this, no FMMP mapped Farmland are located within these communities and therefore the Project would have no direct impact on the conversion of Farmlands. Furthermore, implementation of the proposed Project would not result in the conversion of Prime or Unique Farmlands to a non-agricultural use. These designated Farmland areas support

existing agricultural land uses that are already surrounded by urban development (i.e., residential, recreational open space, and roadways) (DOC 2018). Although implementation of the proposed Project would result in growth-inducing effects that could alter the development patterns of the area (see Chapter 5, Other CEQA Considerations, of this Recirculated Draft PEIR for more discussion), existing and surrounding conditions of the designated land and the distance from the Project's targeted rezoning program would not result in the conversion of land mapped under the FMMP. This is due to the fact that development patterns exist and surround the FMMP designated land and Project implementation would result in similar development as the surrounding vicinity (e.g., residential, commercial) and would not create new pressures for development that are not already present. Therefore, the Project would not directly or indirectly convert land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use within the unincorporated communities of East Los Angeles, West Athens-Westmont, and West Rancho Dominguez-Victoria, and no impact would occur.

East Rancho Dominguez

The unincorporated community of East Rancho Dominguez does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. However, as described in Section 4.2.1.2, Unique Farmland is mapped approximately 100 feet to the south of this community's boundaries along Greenleaf Boulevard and to the east, between Orange Avenue and Garfield Avenue. As shown in Figure 3-1b, Proposed Zoning, East Rancho Dominguez, the Project would not rezone land currently mapped or adjacent to land mapped by the FMMP within the unincorporated community of East Rancho Dominguez. Furthermore, implementation of the proposed Project would not result in indirect changes to surrounding land designated as Unique Farmland to a non-agricultural use due to the developed and urban nature of the existing conditions. The aforementioned area designated as Unique Farmland located approximately 100 feet from the Project area's boundary is comprised of 18.1 acres and currently supports agricultural land uses surrounded by urban development (i.e., residential, recreational open space, and roadways) (DOC 2018). Although the Project would result in growth-inducing effects that could alter the development patterns of the area (see Chapter 5, Other CEQA Considerations, of this Recirculated Draft PEIR for more discussion), existing and surrounding conditions of the designated land and the distance between the Project's targeted rezoning program and Unique Farmland would not result in the conversion to a non-agricultural use. This is due to the fact that development patterns exist and surround the FMMP designated land and Project implementation would result in similar development as the surrounding vicinity (e.g., residential, commercial) and would not create new pressures for development that are not already present. Therefore, the Project would not convert land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use within the East Rancho Dominguez community, and no impact would occur.

Florence-Firestone

As shown in Figure 4.2-1, there is land designated as Unique Farmland along a portion of the southern boundary of the unincorporated Florence-Firestone community, located south of East 91st Street and west of Success Avenue. This area encompasses approximately 14.3 acres, with approximately 10.7 acres located within the Florence-Firestone community and approximately 3.6 acres outside of the community's boundary. Existing conditions for land designated as Unique Farmland within Florence-Firestone consist of community gardens or nursery-type land uses surrounded by residential land uses and roadways.

The Project would not rezone land currently mapped by the FMMP within the unincorporated community of Florence-Firestone, including the approximately 10.7 acres of designated Unique Farmland. As part of an administrative cleanup of County land use data (discussed in Chapter 3 of this Recirculated PEIR), the Project would update the zoning of one parcel in Florence-Firestone (APN 6049-008-031) from A-1 zoning to R-2 zoning to conform with the

existing General Plan land use designation of single-family residential. This parcel is located adjacent to land mapped as Unique Farmland and consists of a single-family residence. As mentioned above, existing conditions for the land mapped as Unique Farmland consist of community gardens or nursery-type land uses surrounded by residential land uses and roadways. In addition, this land supports existing electrical transmission lines that exist run overhead the nursey-type land uses. Although the Project would result in growth-inducing effects that could alter the development patterns of the area (see Chapter 5, Other CEQA Considerations, of this Recirculated Draft PEIR for more discussion), existing and surrounding conditions of the designated land currently supports the status quo of parcels designated as Unique Farmland. Moreover, the Florence-Firestone community does not contain undeveloped parcels mapped under the FMMP. In fact, as mentioned previously, the land mapped under the FMMP is developed and operating as a nursey-type land use. Future redevelopment of the Florence-Firestone community would not exacerbate the existing potential for redevelopment. As such, existing conditions would continue and redevelopment would be unlikely due to the presence of overhead transmission lines, and no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use would result from the Project. Less than significant impacts would occur.

Threshold 4.2-2 Would the project conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?

The Project area does not contain land designated as an Agricultural Resource Area (ARA). These areas are only located within the Antelope Valley and Santa Clarita Valley Planning Areas of the County's General Plan (County of Los Angeles 2014b). Therefore, Project implementation would not result in a conflict with an existing ARA and no impact would occur.

Additionally, there are no lands within the Project area under Williamson Act contracts. The Williamson Act Contract Land map designates the Project area as "Non-enrolled land" (DOC 2017). Therefore, the Project would not conflict with an existing Williamson Act contract and no impact would occur.

As mentioned above in Section 4.2.1.2, portions of the Project area include zoning designations for agricultural use, as shown in Figure 2-4a through 2-4g, Existing Zoning. The communities of East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont include land that is zoned Light Agricultural (A-1). As such, the following impact analysis is limited to the aforementioned communities.

East Rancho Dominguez

As shown in Figure 2-4b, Existing Zoning, East Rancho Dominguez, this community contains parcels that are zoned Light Agricultural (A-1). However, under existing conditions, these parcels zoned A-1 within East Rancho Dominguez are entirely developed with low- to medium-density residential land uses. Furthermore, these parcels zoned A-1 are designated by the General Plan for residential use, as shown in Figure 2-3b, Existing General Plan Land Use, East Ranch Dominguez. Additionally, the County's A-1 zone currently allows for single-family residences, for example, with the approval of a Ministerial Site Plan Review (SPR).

The proposed Project would rezone all parcels zoned A-1 within East Rancho Dominguez to residential zoning (e.g., R-1, R-3). This proposed action would be consistent with the existing Residential 9 or Residential 30 General Plan land use designations for these East Rancho Dominguez parcels and would bring these parcels zoned A-1 into conformance with the current residential land use. Additionally, the Project includes goals and policies such as Policies LU 4.3 and HW/EJ 3.1, 3.2, and 3.4, which promote farmers' markets and the use of urban agriculture

within community parks, schools, new developments, and underutilized spaces to expand access to healthy and affordable foods. In addition, proposed Program 6, Community Benefits Program, would encourage development of a Community Benefits Program for projects within the Project area, which could include funding for community-serving amenities, such as urban gardens. Implementation of these programs and policies could encourage future development to support agricultural uses within the Project area.

Upon approval of the proposed Project, A-1 parcels in East Ranch Dominguez would be rezoned to residential, which would support the existing residential uses and applicable General Plan land use designations for residential use. A-1 parcels that are proposed for rezoning would facilitate more dense residential development; however, these parcels currently support residential development as the primary use, are located in urban areas surrounded by or adjacent to existing non-agricultural uses (e.g., residential), and are designated residential per the General Plan. By rezoning the A-1 parcels in East Rancho Dominguez to residential, the Project would help implement the existing General Plan residential land use designations (e.g., Residential 9 or Residential 30). Therefore, impacts would be less than significant, and no mitigation is required.

Florence-Firestone

As mentioned above in Section 4.2.1.2, Florence-Firestone includes one parcel (APN 6049-008-031) currently zoned as A-1 (see Figure 2-4c in Chapter 2 of this Recirculated Draft PEIR) (County of Los Angeles 2022b). Existing conditions for this parcel consist of single-family residence surrounded by nursery-type land uses, residential neighborhoods, and roadways. As mentioned previously, single-family residences are permitted under the A-1 zoning designation with the approval of a SPR.

The proposed Project would rezone APN 6049-008-031to an R-2 zoning designation. The proposed zoning designation of R-2 would be consistent with the existing land use on this parcel. Conversion of the existing A-1 zoned parcel to R-2 would not prohibit future agricultural uses on site. Under the proposed R-2 zoning designation, agricultural uses such as community gardens are permitted, and land uses for crops and plant nurseries are conditionally permitted. Additionally, the Project includes goals and policies such as Policies LU 4.3, HW/EJ 3.1, 3.2, and 3.4. These policies promote farmers' markets and the use of urban agriculture within community parks, schools, new developments, and underutilized spaces to expand access to healthy and affordable foods. Future development could utilize these policies and would support agricultural uses within the Project area.

Implementation of the proposed Project would also not result in a change in the parcel's General Plan land use designation of Residential 18. This designation allows for residential at a density of 0-18 du/net acre (i.e., single-family residences and two-family residences). As such, the proposed zone change would not conflict with the County's General Plan. Therefore, upon approval of the proposed Project, existing parcels zoned A-1 would continue to be consistent with the existing residential land uses and not conflict with existing zoning for agricultural use upon rezoning to R-2. Therefore, impacts would be less than significant, and no mitigation is required.

West Athens-Westmont

As mentioned above in Section 4.2.1.2, West Athens-Westmont includes two parcels (APNs 4057-032-900 and 4057-032-901) currently zoned as A-1 (see Figure 2-4f) (County of Los Angeles 2022b). Existing conditions for these parcels zoned A-1 consist solely of a public golf course known as the Chester L. Washington Golf Course. The proposed Project would rezone these parcels to OS. This proposed action would bring the zoning for these parcels into consistency with the existing Parks and Recreation (OS-PR) General Plan designation and would support the existing recreational uses (i.e., the golf course).

Upon approval of the proposed Project, existing parcels zoned A-1 would continue to be consistent with the existing parks/recreation land uses and not conflict with existing zoning for agricultural use upon rezoning to open space. Therefore, impacts would be less than significant, and no mitigation is required.

Threshold 4.2-3 Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The Project area is located in a developed urban environment and does not contain areas defined or zoned for forest land or timberland production. According to the County General Plan, none of the existing forest land within the County's jurisdiction overlaps with the Project area. Therefore, no conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production would occur and there would be no impact.

Threshold 4.2-4 Would the project result in the loss of forest land or conversion of forest land to non-forest use?

As mentioned in Threshold 4.2-3, above, the Project area is located in a developed urban environment and does not contain areas defined as forest land. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur.

Threshold 4.2-5 Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The Project area does not include existing agricultural uses with the exception parcels within the unincorporated community of Florence-Firestone, as discussed above in Threshold 4.2-1. Existing conditions for land designated as Unique Farmland within Florence-Firestone consist of community gardens or nursery-type land uses surrounded by residential land uses and roadways. In addition, existing conditions for these parcels include overhead electrical transmission lines on site. Furthermore, the Florence-Firestone Community Plan zones these areas O-S (Open Space). The Project does not propose any direct development that would result in physical changes to the existing environment or result in the conversion of farmland or forest land uses; however, as discussed above under Threshold 4.2-2, the Project would rezone existing A-1 parcels in the communities of East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont to either residential to open space to conform to existing General Plan land use designations, in support of the existing non-agricultural uses. Indirect changes as a result of Project implementation would be less than significant given that existing and surrounding conditions supports existing residential or recreational uses (e.g., low to medium density residential or the Chester L. Washington Golf Course), consistent with the Project area's urbanized environment. Future redevelopment associated with Project implementation would not indirectly result in the conversion of Farmland to a non-agriculture use given that existing and surrounding conditions of the designated land are developed and would not substantially exacerbate the existing potential for redevelopment. Therefore, the proposed Project would not result in a significant change in

existing conditions nor the conversion of existing farmland or forest land to non-agricultural uses and impacts would be less than significant and no mitigation is required.

4.2.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative agriculture and forestry impacts is Los Angeles County. The full list of related plans and projects applicable to the cumulative analyses in Chapter 4 is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Recirculated Draft PEIR.

According to the County's General Plan PEIR, there are approximately 36,126 acres of Prime Farmland and approximately 1,372 acres of Unique Farmland in the unincorporated County based on 2011 FMMP data (County of Los Angeles 2014b). The 2014 General Plan Update PEIR determined much of the land mapped by the FMMP is located outside of the Project area, thus, outside of the Project area for this Recirculated Draft PEIR. The PEIR notes that the County experienced a 6.7% decrease in farmland between 1984 and 2010. The Project area contains parcels designated by the FMMP as Unique Farmland (within Florence-Firestone) and zoned for agriculture uses (within East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont). Similar to the analysis in this Recirculated Draft PEIR, the General Plan 2014 PEIR determined buildout of the General Plan including the Metro Planning Area would result in a less-than-significant impact to important farmland resources (County of Los Angeles 2014b).

Threshold 4.2-1. The Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; therefore, the Project would not contribute to cumulatively considerable impacts.

Threshold 4.2-2. The proposed Project would rezone parcels zoned A-1 to residential or open space in East Rancho Dominguez, Florence-Firestone, and West Athens-Westmont. This proposed action would be consistent with the General Plan designations, as described above, and would bring all parcels zoned A-1 in East Rancho Dominguez into conformance with the current residential land use and would not result in conflicts with existing agricultural uses. Similarly, the parcel within the Florence-Firestone community consists of a single-family residence. The A-1 parcels in West-Athens Westmont would be rezoned to open space, which is consistent with the existing use as a golf course, and the existing General Plan designation of OS-PR (i.e., a designation that supports parks and recreational uses). The proposed Project would not result in a conflict with existing zoning for agricultural use given the existing conditions. Therefore, the Project's incremental contribution to impacts related to conflicts with existing zoning for agricultural use and would not be cumulatively considerable.

Threshold 4.2-3. The Project area does not contain any forest lands or timberland resources or lands zoned for these resources; therefore, the Project would not contribute to cumulatively considerable impacts.

Threshold 4.2-4. The Project would not result in the loss of forest land or conversion of forest land to non-forest use; therefore, the Project would not contribute to cumulatively considerable impacts.

Threshold 4.2-5. Future redevelopment associated with the Project would not result in the conversion of Farmland or forest land to a non-agriculture use and would not substantially exacerbate the existing potential for redevelopment due to the existing land uses on site and potential constraints for redevelopment. As described above, Florence-Firestone includes land designated as Unique Farmland and under existing conditions, the land

consists of nursery-type uses. The Project would rezone one Florence-Firestone parcel, adjacent to land designated as Unique Farmland, from A-1 to R-2. Currently, this parcel contains a single-family residence and is consistent with the density allowed in the County's General Plan. The proposed Project would not result in an increase in density on this parcel. Moreover, the potential for redevelopment would likely occur on undeveloped parcels. The Florence-Firestone community does not contain undeveloped parcels mapped under the FMMP. Moreover, existing conditions for these parcels include overhead electrical transmission lines on site. As such, the Unique Farmland to the east of the parcel would likely not have the potential for conversion to another use. Therefore, the proposed Project would not result in a significant change in existing conditions nor the conversion of existing farmland or forest land to non-agricultural uses. The Project's incremental contribution to impacts to conflicts with existing zoning for agricultural use and would not be cumulatively considerable.

4.2.2.6 Mitigation Measures

No mitigation measures are required.

4.2.2.7 Level of Significance After Mitigation

Threshold 4.2-1. The Project would have **less than significant impacts** related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

Threshold 4.2-2. The Project would have **less than significant impacts** related to conflicts with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract.

Threshold 4.2-3. The Project would have **no impacts** related to conflicts with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

Threshold 4.2-4. The Project would have **no impact** related to the loss of forest land or conversion of forest land to non-forest use.

Threshold 4.2-5. The Project would have **less than significant impacts** related to other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

4.2.3 References

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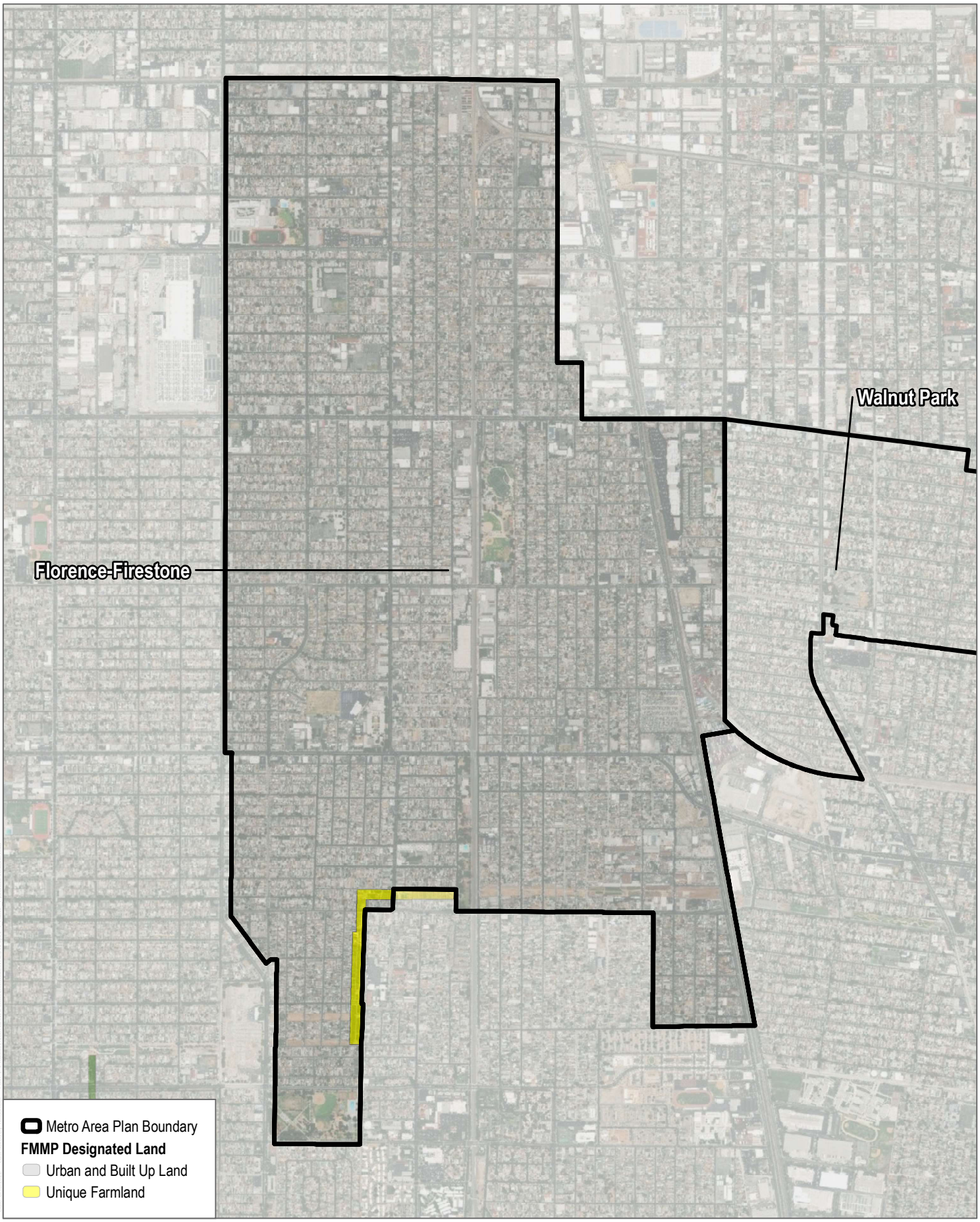

SOURCE: NAIP 2020; LA County 2021; CA Dept. of Conservation 2018

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FIGURE 4.2-1

Farmland Mapping and Monitoring Program Florence-Firestone

Los Angeles County Metro Area Plan PEIR

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4.3 Air Quality

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on air quality, including potential for obstruction with the air quality management plan, increases in criteria pollutants, exposure of sensitive receptors to pollutants, and odors. A discussion of the existing air quality conditions at the Project area and the surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on review of information from the California Air Resources Board (CARB), Environmental Protect Agency (EPA), the South Coast Air Quality Management District (SCAQMD), the transportation impact analysis (Section 4.17, Transportation, of this Recirculated Draft PEIR) and information provided in the following technical appendix:

Appendix C Air Quality and Greenhouse Gas Emissions Modeling, prepared by Dudek

Other sources consulted are listed in Section 4.3.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.3.1 Environmental Setting

4.3.1.1 Regulatory Setting

Federal

Federal Clean Air Act

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the Clean Air Act, including setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant standards; approving state attainment plans; setting motor vehicle emissions standards; issuing stationary source emissions standards and permits; and establishing acid rain control measures, stratospheric ozone (O_3) protection measures, and enforcement provisions. NAAQS are established for criteria pollutants under the Clean Air Act, which are O_3, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), Course Particulate Matter (PM_{10}), Fine Particulate Matter ($PM_{2.5}$), and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare State Implementation Plans that demonstrates how those areas will attain the NAAQS within mandated timeframes.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required EPA to identify National Emission Standards for Hazardous Air Pollutants to protect public health and welfare. Hazardous air pollutants (HAPs) include certain volatile organic compounds (VOCs), pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

California Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established the California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a geographical area can attain the corresponding CAAQS. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O3, CO, SO2 (1-hour and 24-hour), NO2, PM10, and PM2.5 and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

California air districts have based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public’s health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health. The NAAQS and CAAQS are presented in Table 4.3-1, Ambient Air Quality Standards.

Table 4.3-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)f	
Nitrogen dioxide (NO_2)[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as Primary Standard

Table 4.3-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
Carbon monoxide (CO)	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
Sulfur dioxide (SO_2)[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
Course Particulate Matter (PM_{10})[i]	24 hours	50 µg/m³	150 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
Fine Particulate Matter ($PM_{2.5}$)[i]	24 hours	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m³)	—	—
Sulfates	24 hours	25 µg/m³	—	—
Visibility-reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.

Notes: ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; mg/m³= milligrams per cubic meter; PST = Pacific Standard Time.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility-reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. California Ambient Air Quality Standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured

at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the primary and secondary National Ambient Air Quality Standards for O_3 were lowered from 0.075 ppm to 0.070 ppm

[g] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as toxic air contaminants (TACs) with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807. The California toxic air contaminant (TAC) list identifies more than 700 pollutants, of which carcinogenic and non-carcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. In 1987, the legislature enacted the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment Program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There are several airborne toxic

control measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

South Coast Air Quality Management District

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations within the South Coast Air Basin (SCAB), which includes the metropolitan area of Los Angeles County and the Project area. SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain the CAAQS and NAAQS in the SCAB. SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The 2022 AQMP was adopted on December 2, 2022, and was developed to address the 2015 national ozone standard. The 2022 AQMP provides the regional path towards improving air quality and meeting federal standards for air pollutants. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 federal ozone standard (SCAQMD 2022a).

SCAQMD Community Emissions Reduction Plans. The SCAQMD also administers the implementation of AB 617 program within its jurisdictional boundaries. The AB 617 program includes the development of Community Emissions Reduction Plans (CERPs). The CERPs provide a blueprint for achieving air pollution emissions and exposure reductions to address the community's highest air quality priorities. These plans include goals and actions to reduce emissions and/or exposures, which were developed in partnership with community stakeholders (SCAQMD 2023). The goals and actions identified in the CERPs are tied to specific metrics, responsible entities (e.g., SCAQMD, CARB, Community Steering Committees [CSCs]), and timelines to achieve emissions or exposure reductions from a specific source (SCAQMD 2023).

The Project would include changes to the land use and zoning regulations within the following AB 617 communities: Wilmington-Carson-West Long Beach (WCWLB), East Los Angeles-Boyle Heights-West Commerce (ELABHWC), South Los Angeles (SLA), and Southeast Los Angeles (SELA). The goals and/or actions set forth in the applicable CERPs to reduce emissions and/or exposures are identified below for each AB 617 community.

Wilmington, Carson, and West Long Beach CERP. The WCWLB CERP goals and action items are structured around emission sources (i.e., refineries, ports, oil drilling and production, railyards) and sensitive communities (i.e.,

schools, childcare centers, and homes) within the WCWLB community. The following actions are grouped into categories based on these sources or communities (SCAQMD 2019a).

WCWLB Actions to Reduce Emissions from and Exposure to Refineries

Refineries Action 1	Improve Refinery Flaring Notification
Refineries Action 2	Improve Conduct Refinery Air Measurements to Identify and Address VOC Leaks
Refineries Action 3	Initiate Rule Development to Amend Rule 1118 – Control of Emissions from Refinery Flares
Refineries Action 4	Initiate Rule Development to Amend Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities
Refineries Action 5	Achieve Further NOx Emission Reductions from Refinery Equipment Through Adoption of Rule 1109.1 – Refinery Equipment

WCWLB Actions to Reduce Emissions from and Exposure to Ports

Ports Action 1	Reduce Leaks from Oil Tankers
Ports Action 2	Reduce Emissions from Ships and Harbor Craft
Ports Action 3	Reduce Emissions from Port Equipment (Cargo Handling Equipment) and Drayage Trucks

WCWLB Actions to Reduce Emissions from and Exposure to Neighborhood Truck Traffic

Truck Traffic Action 1	Reduce Truck Idling
Truck Traffic Action 2	Reduce Emissions from Heavy-Duty Truck

WCWLB Actions to Reduce Emissions from and Exposure to Oil Drilling and Production

OD&P Action 1	Reduce Air Pollution Leaks from Oil Wells and Associated Activity at these Facilities
OD&P Action 2	Improved Public Information and Notifications on Activities at Oil Drilling and Production Sites
OD&P Action 3	Evaluate Feasibility to Amend Rule 1148 Series and Rule 1173 to Reduce Emissions and Require Additional Reporting

WCWLB Actions to Reduce Emissions from and Exposure to Oil Drilling and Production

Railyard Action 1	Reduce Emissions from Railyards

WCWLB Actions to Reduce Exposure for Schools, Childcare Centers and Homes

Exposure Reduction Action 1	Reduce Exposure to Harmful Air Pollutants through Public Outreach to Schools and Childcare Centers
Exposure Reduction Action 2	Reduce Exposure to Harmful Air Pollutants at Schools
Exposure Reduction Action 3	Reduce Exposure to Harmful Air Pollutants in Homes
Exposure Reduction Action 4	Increase Green Space in Areas Where People Spend Time

South Los Angeles CERP. The SLA CERP action items are structured around emission sources within the SLA community including mobile sources, auto body shops, general industrial facilities, metal processing facilities, and oil and gas facilities. The action items are designed to help achieve goals requested by the SLA CSC, which include the following (SCAQMD 2023c).

SLA Goals to Reduce Emissions from and Exposure to Mobile Sources

Mobile Sources Goal 1	Reduce exposure to emissions from warehouses and idling of buses and trucks.
Mobile Sources Goal 2	Reduce students' exposure to air pollution, especially mobile source emissions.
Mobile Sources Goal 3	Inform the community and businesses and industries in SLA's boundary of CARB's mobile source regulations, best management practices, how to file a complaint, and incentive programs and collect feedback on CARB's complaint filing system
Mobile Sources Goal 4	Incentivize funding opportunities for cleaner mobile source technologies (e.g., lower emitting trucks and buses, electric vehicles) within the community (e.g., schools, small businesses, independent truck owners or operators).
Mobile Sources Goal 5	Reduce emissions at construction sites.
Mobile Sources Goal 6	Reduce exposure from truck traffic through collaboration with agencies responsible for designating truck routes.

SLA Goals to Reduce Emissions from and Exposure to Auto Body Shops

Auto Body Shops Goal 1	Inform the community of applicable rules and regulations, monitoring and enforcement efforts, and the permitting process as they relate to auto body shops.
Auto Body Shops Goal 2	Identify facilities of concern, conduct enforcement activity, and conduct outreach on best management practices at these facilities.
Auto Body Shops Goal 3	Collaborate with appropriate agencies when issues are identified at auto body shops during inspection sweeps to ensure these facilities follow rules and regulations from appropriate agencies, in particular those related to soil contamination, hazardous waste disposal, land-use, and noise pollution.
Auto Body Shops Goal 4	Inform auto body shops of best management practices and applicable rules and regulations, and provide information on South Coast AQMD's Small Business Assistance program.
Auto Body Shops Goal 5	Conduct air measurement surveys to identify facilities with potential elevated emissions and to characterize these emissions.

Auto Body Shops Goal 6	Ensure facilities are properly classified and verify compliance with applicable rules and regulations.
Auto Body Shops Goal 7	Reduce emissions and exposure to auto body shops through rule amendments to Rules 115111 and 1171.

SLA Goals to Reduce Emissions from and Exposure to General Industrial Facilities

General Industrial Facilities Goal 1	Inform the community of applicable rules and regulations, compliance history, best management practices, "Good Neighbor" practices, and available data as they relate to general industrial facilities so they may prioritize facilities of concern.
General Industrial Facilities Goal 2	Identify emissions and exposure reduction measures to address prioritized concerns identified by Goal A and conduct outreach to permit applicants.
General Industrial Facilities Goal 3	Enforce Rules 1102 and 1421, rule amendment to Rule 1102 for requirements for new dry cleaning machines, seek funding to support transition to community-identified zero-emission alternatives, and conduct community outreach to owners or operators regarding these alternatives.
General Industrial Facilities Goal 4	Collaborate with appropriate agencies when issues are identified at general industrial facilities during inspection sweeps to ensure these facilities follow rules and regulations from appropriate agencies, in particular those related to hazardous waste handling and disposal, soil and water contamination, and land-use issues.
General Industrial Facilities Goal 5	Inform the community about the F.I.N.D. tool and how to file air quality complaints.
General Industrial Facilities Goal 6	Conduct air measurement surveys in priority areas to identify facilities with potential elevated emissions and to characterize these emissions.
General Industrial Facilities Goal 7	Reduce emissions at construction sites.

SLA Goals to Reduce Emissions from and Exposure to Metal Processing Facilities

Metal Processing Facilities Goal 1	Inform the CSC of CARB's Criteria Pollutant and Toxics Emissions Reporting (CTR) process, CARB's Chrome Plating ATCM amendment adoption, and enforce CARB's ATCM through South Coast AQMD Rule 1469.
Metal Processing Facilities Goal 2	Identify permitted metal processing facilities and inform the community of applicable rules and regulations, compliance history, and available data as they relate to metal processing facilities in the community.
Metal Processing Facilities Goal 3	Identify emissions and exposure reduction measures and strategies for metal processing facilities and assess rules for best management practices.

Metal Processing Facilities Goal 4	Conduct air measurements surveys to identify facilities with potential elevated emissions and to characterize these emissions.
Metal Processing Facilities Goal 5	Inform the CSC of metals emissions data, criteria pollutants, and TACs that may be found in the community (e.g., hexavalent chromium, lead, zinc, nitrogen oxides [NOx]).
Metal Processing Facilities Goal 6	Inform metal processing facilities of best management practices, applicable rules and regulations, South Coast AQMD's Small Business Assistance program, and "Good Neighbor" practices.
Metal Processing Facilities Goal 7	Reduce fugitive metal emissions from metal recycling and shredding facilities by initiating rule development for Rule 146014 to address housekeeping and best management practices.

SLA Goals to Reduce Emissions from and Exposure to Oil and Gas Facilities

Oil and Gas Facilities Goal 1	Identify locations of concern, characterize emissions, and identify potential elevated emissions through air measurement surveys around oil drilling sites.
Oil and Gas Facilities Goal 2	Determine which oil well sites and activities may require additional monitoring.
Oil and Gas Facilities Goal 3	Collaborate with appropriate agencies when issues are identified at oil and gas facilities during inspection sweeps to ensure these facilities follow rules and regulations from appropriate agencies, in particular those related to land-use, public health, and abandoned wells.
Oil and Gas Facilities Goal 4	Inform the CSC of enforcement findings and enforcement actions taken at oil and gas facilities, in particular those related to odors and fugitive emissions.
Oil and Gas Facilities Goal 5	Reduce emissions and exposure to oil and gas operations through rule amendments to the Rule 1148 Series.
Oil and Gas Facilities Goal 6	Support community scientists with conducting community air monitoring and understanding data.
Oil and Gas Facilities Goal 7	Inform the CSC of enforcement findings, specifically related to CARB regulations. H. Inform the community of other agencies' authority and their new or ongoing projects (e.g., future regulations or ordinances) related to the oil and gas industry.
Oil and Gas Facilities Goal 8	Incentivize funding opportunities for best management practices and/or installation of emission reduction technologies at oil and gas facilities.

East Los Angeles, Boyle Heights, and West Commerce CERP. The ELABHWC action items are structured around emission sources within the community including mobile sources, railyards, rendering facilities, and metal processing facilities. There are also actions related to sensitive receptors such as schools, childcare centers, libraries and public housing (SCAQMD 2019b)

ELABHWC Actions to Reduce Emissions from and Exposure to Trucks and Automobiles

Truck and Automobiles Action 1	Reduce Truck Idling
Truck and Automobiles Action 2	Reduce Emissions from Heavy-Duty Trucks
Truck and Automobiles Action 3	Utilize Existing Traffic Information and New Technology to Identify Older Trucks for Incentive Programs
Truck and Automobiles Action 4	Encourage Replacement of Older Polluting Vehicles with Cleaner Vehicles, including Zero-Emission Vehicles

ELABHWC Actions to Reduce Emissions from and Exposure to Railyards

Railyards Action 1	Reduce Emissions from Railyards

ELABHWC Actions to Reduce Emissions from and Exposure to Metal Processing Facilities.

Metal Processing Facilities Action 1	Identify Areas to Conduct Air Monitoring for Fugitive Toxic Metal Emissions from Metal Processing Facilities
Metal Processing Facilities Action 2	Reduce Emissions from Metal Processing Facilities through Outreach, Best Management Practices and Incentives

ELABHWC Actions to Reduce Emissions from and Exposure to Rendering Facilities.

Rendering Facilities Action 1	Reduce Odors from Rendering Facilitates

ELABHWC Actions to Reduce Emissions from and Exposure to Auto Body Shops

Auto Body Shop Action 1	Reduce Emissions from Auto Body Shop

ELABHWC Actions to Reduce Exposure for Schools, Childcare Centers, Community Centers, Libraries, and Public Housing Projects

Exposure Reduction Action 1	Reduce Exposure to Harmful Air Pollutants through Public Outreach
Exposure Reduction Action 2	Reduce Exposure to Harmful Air Pollutants at Schools, Childcare Centers, Libraries and Community Centers

ELABHWC Actions to Reduce Emissions from and Exposure to Industrial Facilities, Including Waste Transfer Stations

General Industrial Facilities Action 1	Improve Public Outreach and Accessibility to Facility Information

General Industrial Facilities Action 2	Improve Public Awareness about How to File an Air Quality Complaint
General Industrial Facilities Action 3	Reduce Odors and Dust from Waste Transfer Stations

Southeast Los Angeles CERP. The SELA CERP goals and actions are structured around emission sources within the community including mobile sources, railyards, general industrial facilities, rendering facilities, and metal processing facilities. There are also actions related to receptor locations such as green spaces. The goals and/or actions are grouped into categories based on these sources and receptors (SCAQMD 2020a).

SELA Goals to Reduce Emissions from and Exposure to Truck Traffic and Freeways

Traffic and Freeway Goal 1	Reduce Emissions from Truck Traffic and Freeways
Traffic and Freeway Goal 2	Reduce Catalytic Converter Theft in SELA
Traffic and Freeway Goal 3	Reduce Exposure to Truck Emissions

SELA Goals to Reduce Emissions from and Exposure to Rendering Facilities

Rendering Facilities Goal 1	Reduce Odors from Rendering Facilities
Rendering Facilities Goal 2	Reduce Exposure to Odors from Rendering Facilities

SELA Actions to Related to Green Spaces

Green Space Action 1	Collaborate with land-use, state and local agencies (e.g., Public Works, Parks and Recreation), non-profit organizations, and the CSC to develop a list of low-VOC and drought tolerant trees.
Green Space Action 2	Evaluate opportunities to use future settlement funds to support community green space projects (e.g., bikeways, river paths, transit corridors).
Green Space Action 3	Collaborate with nonprofits, local, and regional agencies to provide letters of support and air quality information for urban greening funding opportunities, including maintenance. Collaborate with nonprofits, local, and regional agencies to identify potential metrics to measure progress in increasing tree canopy in SELA.
Green Space Action 4	Work with CSC, state, and local agencies to identify and prioritize locations for installing vegetative buffers near freeways, particularly near the I-710.

SELA Goals to Reduce Emissions from and Exposure to Metal Processing Facilities

Metal Processing Facilities Goal 1	Reduce and Eliminate Exposure to Metal Toxic Air Contaminants to the Extent Feasible

SELA Goals to Reduce Emissions from and Exposure to Railyards and Locomotives

Railyards and Locomotives Goal 1	Reduce Emissions from Railyards and Locomotive

SELA Goals to Reduce Emissions from and Exposure General Industrial Facilities

General Industrial Facilities Goal 1	Reduce Emissions from General Industrial Facilities

SCAQMD Applicable Rules and Regulations. Emissions that would result from future development of the approximately 30,968 additional dwelling units, 106 (ACUs) and 1,124,731 square feet of industrial building square footage on parcels within SCAQMD jurisdiction will be subject to SCAQMD rules and regulations. Due to the programmatic nature of the proposed Project and the variety of industrial activities that could occur under the proposed Industrial Program, rules from Regulation XI, Source Specific Standards and Regulation XIV, Toxics and other Non-Criteria Pollutants may be applicable to potential future industrial development associated with the Industrial Program. The SCAQMD rules which may apply include but are not limited to the following:

SCAQMD Rule 401 – Visible Emissions. This rule establishes the limit for visible emissions from stationary sources for a period or periods aggregating more than three minutes in any hour. This rule prohibits visible emissions dark or darker than Ringelmann No. 1 for periods greater than three minutes in any hour or such opacity which could obscure an observer's view to a degree equal or greater than does smoke.

SCAQMD Rule 402 – Nuisance. This rule prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property.

SCAQMD Rule 403 – Fugitive Dust. This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

SCAQMD Rule 431.2 – Sulfur Content of Liquid Fuels. The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose both of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile source applications.

SCAQMD Rule 445 – Wood Burning Devices. The purpose of this rule is to reduce the emission of particulate matter from woodburning devices and establish contingency measures for applicable O_3 standards for the reduction of VOCs. Per Rule 445, no person shall permanently install a wood-burning device into any new development.

SCAQMD Rule 1103 - Pharmaceuticals and Cosmetics Manufacturing Operations. The purpose of this rule is to reduce VOC emissions resulting from pharmaceuticals and cosmetics manufacturing.

SCAQMD Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines. This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NOx, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.

SCAQMD Rule 1111 – Reduction of NO_x emissions from Fan-type Central Furnaces. This rule applies to manufacturers, distributors, sellers, and installers of residential and commercial fan-type central furnaces.

SCAQMD Rule 1113 – Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

SCAQMD Rule 1141.2 – Surfactant Manufacturing. This rule applies to all manufactures of surface-active agents, including detergents, wetting agents and emulsifiers. The purpose of this rule is to reduce VOC emissions from surfactant manufacturing equipment.

SCAQMD Rule 1146 – Emissions of NO_x from Small Industrial, Institutional, and Commercial Boilers, Steam Generators and Process Heaters. The purpose of this rule is to reduce NO_x emissions from natural gas-fired water heaters, boilers, and process heaters. This rule applies to boilers, steam generators, and process heaters that are greater than 2 million Btu per hour rated heat input capacity used in any industrial, institutional, or commercial operation.

SCAQMD Rule 1147 – NO_x Reductions from Miscellaneous Sources. The purpose of this rule is to reduce NOx emissions from assorted gaseous and liquid fuel fired combustion equipment. This rule applies to manufactures, distributors, retailers, installers, owners, and operators of combustion equipment with NO_x emissions that require permit and are not specifically required to comply with other district rules.

SCAQMD Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens. The purpose of this rule to reduce NO_x emissions from gaseous and liquid fuel combustion equipment. This rules applies to in-use ovens, dryers, smokers, and dry roasters with NO_x emissions from fuel combustion that require SCAQMD permits and are used to prepare food or products for human consumption.

SCAQMD Rule 1164 – Semiconductor Manufacturing. This rule is applicable to all direct, indirect and support stations associated with the manufacture or production of semiconductor devices. Semiconductor device manufacturing includes all processing from crystal growth through circuit separation and encapsulation. Including wafer production, oxidation, photoresist operation, etching, doping and epitaxial growth operation.

SCAQMD Rule 1171 – Solvent Cleaning Operations. The purpose of this rule is to reduce emissions of VOCs, TACs and stratospheric O_3 in the use, storage, and disposal of solvent cleaning materials in solvent cleaning operation and activities. This rule applies to all persons who use these solvent materials in solvent clean operations during the production, repair, maintenance, or servicing of parts, products, tools, machinery, equipment, or general work areas.

SCAQMD Rule 1175 – Control of Emissions from the Manufacture of polymeric Cellular (Foam) Products. This rule applies to polymeric cellular products manufacturing operations including but not limited to polystyrene, extruded polystyrene, polyurethane, isocyanate, and phenolic foam operations. All steps of the manufacturing operation and the storage of the final product for a maximum of 48 hours are subject to the requirements of this rule.

SCAQMD Rule 1401 – New Source Review of Toxic Air Contaminants. This rule specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit TACs listed in Table I of Rule 1401. The rule establishes allowable risks for permit units requiring new permits pursuant to Rules 201 or 203.

SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. This rule states that an owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

SCAQMD Rule 2305 – Warehouse Indirect Source Rule. This rule applies to operators and owners of existing and new warehouses greater than 100,000 square feet. The rule aims to reduce NO_X and PM_{10} emissions from on-road trucks that deliver goods and off-road vehicles associated with warehouses and to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

With respect to air quality planning and other regional issues, SCAG has prepared the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (2008 RCP) for the region (SCAG 2008). The 2008 RCP sets the policy context in which SCAG participates in and responds to the SCAQMD air quality plans and builds off the SCAQMD AQMP processes that are designed to meet health-based criteria pollutant standards in several ways (SCAG 2008). First, it complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP emphasizes the need for local initiatives that can reduce the region's greenhouse gas emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016). The SCAQMD 2016 AQMP applies the SCAG growth forecasts assumed in the 2016 RTP/SCS.

On September 3, 2020, SCAG adopted Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's 2020–2045 RTP/SCS was adopted on September 3, 2020. The SCAQMD 2022 AQMP applies the updated SCAG growth forecast in the 2022 RTP/SCS.

South Coast Air Basin Attainment Designation in Los Angeles County

Table 4.3-2, South Coast Air Basin Attainment Classification, states the current attainment status of the Los Angeles County portion of the SCAB with respect to the NAAQS and CAAQS.

Table 4.3-2. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Ozone (O_3), 1-hour	No national standard	**Nonattainment**
Ozone (O_3), 8-hour	**Extreme nonattainment**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Unclassifiable/attainment	Attainment
Carbon Monoxide (CO)	Attainment/maintenance	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/attainment	Attainment
Coarse Particulate Matter (PM_{10})	Attainment/maintenance	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	**Serious nonattainment**	**Nonattainment**
Lead	**Nonattainment**	Attainment
Hydrogen Sulfide	No national standard	Unclassified
Sulfates	No national standard	Attainment
Visibility-Reducing Particles	No national standard	Unclassified
Vinyl Chloride	No national standard	No designation

Sources: EPA 2021a (national); CARB 2022(California).
Notes: Bold text = not in attainment; attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify; unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

In summary, the SCAB is designated as a nonattainment area for federal and state O_3 standards and federal and state $PM_{2.5}$ standards. The SCAB is designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO standards, NO_2 standards, and SO_2 standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard (EPA 2021a; CARB 2022).

Despite the current nonattainment status, air quality in the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly a result of lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. PM_{10} levels have declined almost

50% since 1990, and $PM_{2.5}$ levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O_3, although the rate of O_3 decline has slowed in recent years.

Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. The SCAQMD monitors local ambient air quality within the County. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The most recent background ambient air quality data from 2018 to 2020 are presented in Table 4.3-3, Local Ambient Air Quality Data.

The ambient data presented in Table 4.3-3 reflect the highest concentrations reported at the monitoring station located at 700 North Bullis Road, Compton. Of the available monitoring stations within the SCAB, the Compton station is the most centrally located station between the discrete communities associated with the Project and is considered representative of the air quality experienced in the Project vicinity. Ambient concentration estimates for PM_{10} and SO_2 were not available at the Compton monitoring station, so the next nearest monitoring station, located at 13630 North Main Street, Los Angeles, was used for those pollutants. The ambient concentrations and number of days exceeding the ambient air quality standards is also shown in Table 4.3-3.

Table 4.3-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Days of Exceedance by Year		
				2019	2020	2021	2019	2020	2021
Ozone (O_3)									
Maximum 1-hour concentration	ppm	California	0.12	0.100	0.152	0.085	1	3	0
Maximum 8-hour concentration	ppm	California	0.070	0.079	0.115	0.076	1	4	1
		National	0.070	0.079	0.115	0.076	1	4	1
Nitrogen Dioxide (NO_2)									
Maximum 1-hour concentration	ppm	California	0.18	0.070	0.072	0.068	0	0	0
		National	0.100	0.070	0.072	0.0672	0	0	0
Annual concentration	ppm	California	0.030	0.014	0.014	0.014	—	—	—
		National	0.053	0.014	0.014	0.014	—	—	—
Carbon Monoxide (CO)									
Maximum 1-hour concentration	ppm	California	20	3.8	4.5	4.3	0	0	0
		National	35	3.8	4.5	4.3	0	0	0
Maximum 8-hour concentration	ppm	California	9.0	3.2	3.3	3.4	0	0	0
		National	9	3.2	3.3	3.4	0	0	0

Table 4.3-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Days of Exceedance by Year		
				2019	2020	2021	2019	2020	2021
Sulfur Dioxide (SO_2) Main Street									
Maximum 1-hour concentration	ppm	National	0.075	0.010	0.004	0.004	ND	ND	ND
Maximum 24-hour concentration	ppm	National	0.14	0.0014	0.0009	0.0009	ND	ND	ND
Annual concentration	ppm	National	0.030	0.0003	0.0002	0.0002	—	—	—
Coarse Particulate Matter (PM_{10}) Main Street									
Maximum 24-hour concentration	µg/ m³	California	50	93.9	185.2	138.5	ND (15)	35.6 (34)	17.2 (14)
		National	150	62.4	83.7	64.0	0.0 (0)	0.0 (0)	0.0 (0)
Annual concentration	µg/ m³	California	20	34	34	34	—	—	—
Fine Particulate Matter ($PM_{2.5}$)[a]									
Maximum 24-hour concentration	µg/ m³	National	35	39.5	67.5	102.1	1 (1)	19 (19)	12.3 (12)
Annual concentration	µg/ m³	California	12	10.9	14.7	14.4	—	—	—
		National	12.0	10.8	14.6	13.4	—	—	—

Sources: CARB 2022; EPA 2022.

Notes: ppm = parts per million by volume; — = not available; µg/m³ = micrograms per cubic meter; ND = insufficient data available to determine the value.

Data taken from CARB iADAM (http://www.arb.ca.gov/adam) and EPA AirData (http://www.epa.gov/airdata/) represent the highest concentrations experienced over a given year.

Exceedances of national and California standards are only shown for O_3 and particulate matter. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a California 24-hour standard for $PM_{2.5}$.

[a] Mean does not satisfy minimum data completeness criteria.

[b] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

Title 31 – Green Building Standards. The Los Angeles County Green Building Standards, which implement and exceed the California Green Building Standards Code (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) for newly constructed high-rise residential buildings and for high-rise residential buildings seven stories or greater are also required to comply with Section 301.3.

Green Zones Program

The County's Green Zones Program seeks to implement land use tools and strategies to improve community health and quality of life for residents surrounding major sources of pollution. The main goals of the Green Zones Program include the following (County of Los Angeles 2022a):

- *Promote environmental justice by identifying communities where the health of residents may be disproportionately affected by surrounding land uses.* As codified in Chapter 22.84, Green Zone Districts, of the Zoning Code (Title 22, Planning and Zoning), Green Zone Districts were established by the County's Green Zones Program to promote environmental justice in communities that are disproportionately affected by toxic pollutants and contaminants generated from various land uses over time. These districts are a set of geographic zoning overlays identified based on the high number of stationary sources of pollution near "sensitive uses" (as defined in Zoning Code Chapter 22.14 [Definitions], and detailed below) (e.g. residences, schools, parks, and shelters) using the Environmental Justice Screening Method (EJSM) and other criteria.[1] The Green Zone Districts include all of the unincorporated Project area communities, which are East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Pursuant to Zoning Code Chapter 22.84, the entire Project area is considered a Green Zone District.
- *Improve the health and quality of life for residents living near incompatible land uses by establishing more appropriate impact mitigation mechanisms.* New design and development requirements have recently been added the County's zoning code to address land use incompatibility associated with industrial and manufacturing land uses in proximity to sensitive uses. Zoning Code Chapter 22.84 provides regulations and procedures for new and existing land uses to ensure that such land uses will be operated in consideration of the surrounding sensitive uses, minimizing potential adverse health and safety impacts, and promoting cleaner industrial uses.
- *Include new regulations for recycling and solid waste facilities.* As part of the Green Zone program, the County recently made updates to the Zoning Code to ensure consistency with state mandates with the intention of reducing pollution associated with waste management, and recycling, including processing of organic waste.

Title 22, Planning and Zoning

Chapter 22.14, Definitions, Sensitive Use. Pursuant to Zoning Code Chapter 22.14, a "sensitive use" is defined as a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards - including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence.

Section 22.84, Green Zone Districts. Uses subject to Green Zone District development standards are provided in Zoning Code Section 22.84.030(A), and include but are not limited to industrial uses and vehicular uses located within a 500-foot radius of a lot that contains a sensitive use as defined in Zoning Code Chapter 22.14 (discussed

[1] The Environmental Justice Screening Method (EJSM) uses geographic information system (GIS) mapping and displays cumulative risks of communities in Los Angeles County that are disproportionately burdened by multiple types of pollution and health risks. EJSM measures "cumulative impact" by mapping multiple data layers and approximately 40 indicators at the census tract level that include sensitive uses, socioeconomic information, and various sources of pollution to come up with a community EJSM score (County of Los Angeles 2022a).

above), and/or new development or redevelopment or a change of uses proposed on a site that is partially or entirely located within a half-mile radius of the boundaries of Superfund Sites (as identified in the Environmental Protection Agency National Priorities List). Furthermore, all uses subject to a CUP in the Project area may be required to submit a noise evaluation report and control plans for odor, dust, and vibration prepared by a licensed professional at the request of Los Angeles County Department of Public Health (Public Health). Mitigation measures, if required, shall be approved by Public Health prior to the permit being finalized.

As stated in Zoning Code Section 22.84.030(B), when a CUP or Minor CUP is required, the following findings must be made:

1. The proposed use, development of land, and application of development standards are arranged to prevent adverse effects related to odor, noise, aesthetic, soil contamination, and air quality on neighboring property;

2. The proposed use and development of land employ appropriate environmental impact mitigation strategies, such as physical design characteristics, mechanical safeguards, or best practice strategies, including placement of construction equipment as far away from sensitive uses as possible, use of construction equipment that has properly operating and maintained mufflers, use of Zero Emissions construction equipment where feasible, orienting public address systems on-site away from nearby sensitive uses and setting system volume at a level not readily audible past the property line as feasible, and minimizes impacts on nearby sensitive uses; and

3. The proposed use and development of land protects public health and safety and promotes environmental sustainability.

All uses identified in Zoning Code Section 22.84.030(A), including industrial and vehicle-related uses, are subject to development standards provided in Zoning Section 22.84.030(C), intended to reduce adverse air quality, odor, and other health risk impacts to sensitive uses and/or receptors. These standards include required landscaping buffers, building setbacks, enclosures for hazardous materials, and siting of buildings and vehicular access areas (i.e., driveways, loading docks, etc.) as far away from sensitive uses as practically feasible.

Each facility or site subject to Zoning Code Section 22.84.030, Standards and Requirements for Specific Uses, must provide a perimeter identification sign permanently displays hours of operation, telephone number of the facility representative, and emergency contact information for reporting any problems which may occur related to the operation of the facility 24 hours a day, seven days a week. The sign must also include the business name unless the property also contains a separate business sign that is clearly visible from the public right-of-way. The sign must also include instructions for reporting violations to County Planning and SCAQMD, where a use is also regulated by SCAQMD.

Chapter 22.134, Sensitive Uses Adjacent to Industrial, Recycling or Solid Waste, or Vehicle-Related Uses. Per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses, as defined by the County (see "Sensitive Uses" in Section 4.3.1.1, Regulatory Setting), would be required to adhere to air quality-related specifications if siting sensitive uses within 500 feet of an existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping, and air filtration systems in residential units, as recommended by Public Works, Building and Safety Division, and CARB.

Section 22.158., Conditional Use Permits. For all uses subject to a CUP, the County may impose conditions to ensure that the approval will be in accordance with the findings required by the CUP application. Such conditions may involve any pertinent factors that could affect the establishment, operation, and maintenance of the requested

use or development, including, but not limited to regulation of nuisance factors such as noise, vibrations, smoke, dust, dirt, odors, gases, noxious matter, heat, glare, electromagnetic disturbances, and radiation.

Los Angeles County 2035 General Plan

The Air Quality Element (Chapter 8) of the Los Angeles County 2035 General Plan (General Plan) guides the goals and policies for that would improve air quality and reduce greenhouse gas emissions in the County (County of Los Angeles 2015). The following provides a summary of the most applicable goals and policies that pertain to the Project and air quality from the General Plan, and is not a comprehensive list:

Goal AQ 1: Protection from exposure to harmful air pollutants.

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 volatile organic compound (VOC) emitting materials.

Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.

Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.

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 2.2: Participate in, and effectively coordinate the development and implementation of community and regional air quality programs.

Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.

Policy AQ 3.5: Encourage maximum amounts of energy conservation in new development and municipal operations.

Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the Employment Protection Districts Overlay to non-industrial land use designations, ensure that the project-specific amendment(s):

- Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity.
- Will not negatively impact the productivity of neighboring industrial activities.
- Is necessary to promote the economic value and the long-term viability of the site; and

- Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers, appropriate technology, building enclosure*, and other design techniques. (*newly added)

Policy LU 7.8: Promote environmental justice in the areas bearing disproportionate impacts from stationary pollution sources.

Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.

Policy LU 9.4: Encourage patterns of development that protect the health of sensitive receptors.

Policy ED 2.8: Incentivize as much as feasible, environmentally sustainable practices and high standards of development in the communities that bear disproportionate pollution and health impacts.

Existing Community-Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan guides and fosters transit-supportive development around the Metro L-Line (formerly Gold-Line) stations, as well as stabilizes and enhances the adjoining residential neighborhoods. The East Los Angeles 3rd Street Specific Plan provides goals, policies, and standards which, as implemented, could indirectly result in improved air quality conditions by facilitating actions such as improved access to public transportation, facilitation of infill development near existing transit, promotion and maintenance of urban green spaces, and promotion of multi-modal transit with the intention of reducing dependency on and use of private passenger vehicles, which are a major source of pollution (e.g., ozone, particulate matter, and other smog forming emissions) (County of Los Angeles 2014; UCS 2014).

Florence Firestone Community Plan. As a result of Project implementation, the Florence-Firestone Community Plan would be reorganized and incorporated into the Metro Area Plan. The Florence-Firestone Community Plan provides air quality-related goals and policies relevant to the Project (County of Los Angeles 2019a), including policies related to increasing indoor air quality, green industry, and renewable energy and conservation.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) does not have specific air quality-related goals or policies relevant to the Project, however, the FFTOD Specific Plan's support and facilitation of transit-oriented growth and development in the Florence-Firestone could indirectly result in improved air quality conditions through a reduced dependency on and use of private passenger vehicles, which are a major source of pollution(County of Los Angeles 2022b; UCS 2014).

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. Specific Plan. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. It will be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. The TOD Specific contains policies and goals related to air quality, including but not limited to policies to encourage resource-efficient building techniques, water efficient design features, and solar installations for homes, commercial buildings, carports and parking areas.

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with

implementation of the Project. The Willowbrook TOD Specific Plans contains policies such as providing a multi-modal transportation system and facilitation of mixed used development to maximize pedestrian connectivity.

4.3.1.2 Existing Environmental Conditions

This section discusses the existing environmental setting relative to air quality. As described in Chapter 3, Project Description, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section generally describes the Project area and, where applicable, the general areas where land use changes are proposed, as those are the areas that could accommodate unplanned growth in the form of new or more dense development and resulting population and/or employment.

Overall, Los Angeles's climate is characterized by relatively low rainfall, with warm summers and mild winters. Average temperatures range from a high of 75.9°F in September to a low of 47.8°F in February (WRCC 2021).[2] Annual precipitation averages about 12.82 inches, falling mostly from October through April (WRCC 2021).

South Coast Air Basin

The metropolitan portions of the County are within the SCAB. Projects located within the SCAB are subject to the rules and regulations imposed by the SCAQMD, as well as the CAAQS adopted by CARB and NAAQS adopted by the EPA, as detailed above in Section 4.3.1.1, Regulatory Setting. The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Climate and Topography

The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017). Meteorological and topographical factors that affect air quality in the SCAB are described below.[3]

Climate

The SCAB is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a

[2] Local climate data for the County is based on the most-representative station measured by the Western Regional Climate Center, which is the Los Angeles International Airport climatological station.

[3] The discussion of meteorological and topographical conditions of the SCAB is based on information provided in the Final 2016 Air Quality Management Plan (SCAQMD 2017).

characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail because of typically warm weather. Most of the rainfall in Southern California occurs between late fall and early spring, with most rain typically occurring in the months of January and February.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain primary pollutants (mainly reactive hydrocarbons and oxides of nitrogen [NO_x][4]) react to form secondary pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as O_3 and a substantial portion of fine particulate matter ($PM_{2.5}$; particulate matter 2.5 microns or less in diameter). In the SCAB, high concentrations of O_3 are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Because of the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet above mean sea level, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet above mean sea level, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours.

Mixing heights for inversions are lower in the summer and inversions are more persistent, being partly responsible for the high levels of O_3 observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

As with other regions within the SCAB, the County is susceptible to air inversions, which trap a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources. Elevated concentrations of coarse particulate matter (PM_{10}; particulate matter 10 microns or less in diameter) and $PM_{2.5}$ can occur in the SCAB throughout the year, but they occur most frequently in fall and winter.

[4] NO_x is a general term pertaining to compounds of nitric oxide, nitrogen dioxide, and other oxides of nitrogen.

Although there are some changes in emissions by day of the week and by season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The national and California standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants, as well as TACs, are discussed in the following paragraphs.[5]

Ozone. O_3 is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O_3 precursors. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O_3 concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O3 exists in the upper atmosphere O3 layer (stratospheric O3) and at the Earth's surface in the troposphere (ground-level O3).6 The O3 that EPA and CARB regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O3 is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O3. Stratospheric, or "good," O3 occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O3 layer, plant and animal life would be seriously harmed.

O3 in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013).

Inhalation of O3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O3 can reduce the volume of air that the lungs breathe in, thereby causing shortness of breath. O3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O3 exposure. While there are relatively few studies on the effects of O3 on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more

5 The descriptions of the criteria air pollutants and associated health effects are based on EPA's "Criteria Air Pollutants" (EPA 2018a), as well as CARB's "Glossary" (CARB 2019b) and "Fact Sheet: Air Pollution Sources, Effects and Control" (CARB 2009).

6 The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2019a).

Nitrogen Dioxide. NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide, which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2019c).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the Project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2019d).

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. Older people and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2019e).

SO_2 is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO_2-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma (NRC 2005). SO_2 is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Coarse particulate matter (PM_{10}) consists of particulate matter that is 10 microns or less in diameter, which is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter ($PM_{2.5}$) consists of particulate matter that is 2.5 microns or less in diameter, which is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOCs.

PM2.5 and PM10 pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM2.5 and PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM10 tends to collect in the upper portion of the respiratory system, PM2.5 is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

A number of adverse health effects have been associated with exposure to both PM2.5 and PM10. For PM2.5, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits,

respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, PM2.5 is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM10 have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017).

Long-term exposure (months to years) to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM10 are less clear, although several studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2017).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient (IQ) performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer (CARB 2021a).

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, sewage treatment plants, and stagnant runoff from clogged water basins. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for PM2.5.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O3 are referred to and regulated as VOCs

(also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of anthropogenic and bio-pedogenic hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate ambient air quality standards for VOCs as a group.

Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, AB 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills and oil and gas facilities. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair), and thus is a subset of $PM_{2.5}$ (CARB 2019f). DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2019f). The CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM) (17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines, including trucks, buses, and cars, and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of $PM_{2.5}$, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also

facilitate development of new allergies (CARB 2019f). Those most vulnerable to non-cancer health effects are children, whose lungs are still developing, and older people, who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance or a quality of life impact, rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; microclimate; relative humidity; temperature; topography; and the sensitivity of receptors.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air-pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air-pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005).

The SCAQMD identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Of note, the proposed residential land uses are considered sensitive receptors 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.

In addition to SCAQMD and CARB, the County has a definition for "sensitive uses" which adds shelters to the list of sensitive land uses (see "Sensitive Uses" in Section 4.3.1.1, Regulatory Setting, above, for the full definition). For the purposes of this Recirculated Draft PEIR, in addition to the sensitive use types and receptors previously identified by SCAQMD and CARB, shelters are also be considered sensitive uses and/or receptors.

Background Health Risk

The SCAQMD conducted its first Multiple Air Toxics Exposure Study (MATES) in 1986 and 1987. The SCAQMD provided updates and expanded information in the MATES program as follows: MATES II (2000), MATES III (2008), MATES IV (2015), and MATES V (in progress). MATES IV and the in-progress V include a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the SCAB. MATES focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. The key findings of MATES IV are as follows (SCAQMD 2015a):

- During the study period, the average SCAB cancer risk from air toxics based on the annual average levels calculated from the 10 monitoring sites data was approximately 418 per 1 million. This is about 65% lower than the estimated risk from the 2004–2006 time period. Diesel exhaust was the key driver for air toxics risk, accounting for 68% of the total air toxics risk estimated from monitoring. None of the annual averages

of pollutants measured were above the chronic reference exposure levels for noncancer health effects developed by the California Office of Environmental Health Hazard Assessment.

- Ambient levels of most substances measured were lower compared to that of the MATES III, which was conducted in 2004–2006, reflecting the success of various control strategies to reduce exposure to air toxics. DPM showed the most dramatic reductions, with the levels found about 70% lower compared to MATES III.
- Model estimated air toxics risk showed an overall SCAB-wide reduction, with the greatest reductions occurring near the ports. The SCAB-wide estimated population-weighted risk was 57% lower in MATES IV compared to MATES III.
- Regional modeling analysis shows the highest risks from air toxics surrounding the port areas, with the highest grid cell risk about 1,000 per 1 million, followed by Central Los Angeles, where there is a major transportation corridor, with grid cell modeled risks ranging from about 700 to 750 per 1 million.

4.3.2 Environmental Impacts

4.3.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment (County of Los Angeles 2023). However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Therefore, since specifics for construction and operation of future development under the proposed Project are not known, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size.

Construction Emissions

To determine if the Project, particularly the land-use changes or programs that would provide for approximately 30,968 additional dwelling units, 106 additional ACUs (net increase of 90,100 square feet of ACUs) and 1,124,731 square feet of industrial building square footage, would exceed the SCAQMD mass daily thresholds, a development scenario was modeled using CalEEMod Version 2020.4.0. For purposes of estimating Project emissions, construction is assumed to start in 2023 and have a duration of 12 years, reaching completion in December 2034. While construction specifics for buildout of the Project are not known, the analysis contained herein is based on the first full year of construction (2023), which is the estimated worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. To estimate a single year of construction, the entire Project buildout land use quantities was scaled by 12-years of construction (i.e., 8 percent of total buildout) and then compressed to a 1-year period. CalEEMod default values for buildout of 8 percent of the Project was estimated to take approximately 5 years; therefore, corresponding

construction equipment were multiplied by a factor of 5 to account for the compressed 1-year period (i.e., reducing schedule to one fifth and increasing intensity by multiplying the equipment by 5). Worker and vendor trips were similarly multiplied by 5. CalEEMod default trip length values were used for the distances for all construction-related trips. The resulting 1-year construction assumptions are provided for each year of construction (duration of phases is approximate):

- Demolition: 12 days
- Site Preparation: 7 days
- Grading: 19 days
- Building Construction: 193 days
- Paving: 14 days
- Application of Architectural Coatings: 14 days

While only one phase of each type of construction activity is included in the model run, it is anticipated that this model scenario would include construction activity at more than one site within the Project area. Not all future development would require all of the construction phases assumed above; however, the following six default CalEEMod construction phases were included to present the potential range of emissions and capture a potential maximum daily and annual scenario: demolition, site preparation, grading, building construction, paving, and architectural coating. For example, due to the developed nature of most parcels in the Project area, many future projects may only require a demolition phase (of existing buildings and asphalt pavement) and minor site preparation phase prior to building construction, while some future projects may require renovation, which would be less intensive (and therefore, less polluting) than a full reconstruction of a development site. In addition, some future projects may not require any demolition, but would require site preparation and/or grading to prepare the site for development. To conservatively estimate emissions from demolition, it was assumed that 100% of the potential industrial space would require demolition of existing structures and 75% of residential development would require demolition of existing structures. Due to the speculative nature of the amount of asphalt paving associated with potential future development, VOC off-gassing from asphalt pavement application is not included in the emissions estimates; however, paving phase emissions associated with paving equipment and vehicle trips are captured. Grading quantities are currently not identified; grading is anticipated to be minimal within the Project area because the Project area is generally built out, and therefore, it is likely that the majority of grading for the Project area took place during initial building development. Additionally, nearly all the sites proposed to be rezoned to accommodate additional housing would have realistic dwelling unit capacities of less than 10 units and would therefore not be likely to require the construction of any subterranean parking facilities or other built-environment features requiring substantial grading activities. However, to capture potential haul truck trips during the grading phase, it was assumed that 10,000 cubic yards would be exported during the site preparation and grading phases for the 1-year construction scenario.

The construction equipment mix and vehicle trips used for estimating the Project-generated construction emissions are shown in Table 4.3-4, Construction Scenario Assumptions. For the analysis, it was assumed that heavy construction equipment would be operating at the site 5 days per week (22 days per month) during proposed Project construction.[7]

[7] As shown in Table 4.3-4, most equipment was assumed to operate for up to 8 hours per day. In reality, it is anticipated that equipment would be used for less than 8 hours a day when considering mandated worker breaks and that equipment would only be operated when needed; in addition, it is anticipated that the construction areas are within infill areas, and that not every piece of equipment could be in operation at the same time. Therefore, the equipment usage hours are anticipated to be conservative.

Table 4.3-4. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	80	0	9,207	Concrete/industrial saws	5	8
				Excavators	15	8
				Rubber-tired dozers	10	8
Site Preparation	90	0	337	Rubber-tired dozers	15	8
				Tractors/loaders/backhoes	20	8
Grading	100	0	914	Excavators	10	8
				Graders	5	8
				Rubber-tired dozers	5	8
				Scrapers	10	8
				Tractors/loaders/backhoes	5	8
Building construction	9,460	4,380	0	Cranes	5	7
				Forklifts	15	8
				Generator sets	10	8
				Tractors/loaders/backhoes	15	7
				Welders	5	8
Paving	80	0	0	Pavers	10	8
				Paving equipment	10	8
				Rollers	10	8
Architectural coating	1,890	0	0	Air compressors	5	8

Notes: See Appendix C, Air Quality and Greenhouse Gas Emissions Modeling, for details.

Any future construction resulting from implementation of the Project would be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 require fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming twice daily watering of active sites (55% reduction in PM_{10} and $PM_{2.5}$ [CAPCOA 2021]).

Operational Emissions

To determine if the Project would exceed the SCAQMD mass daily thresholds, the full future potential buildout of the Project, including a net increase of 30,968 dwelling units, 106 ACUs (90,100 square feet), and 1,124,731 square feet of industrial building square footage was modeled using CalEEMod Version 2020.4.0. An operational year of 2035 was assumed to provide a conservative estimate of emissions of the anticipated buildout of development.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from hearths, consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described in the following text.

It is assumed that any future residential development resulting from implementation of the proposed Project would not include woodstoves or wood-burning fireplaces, per SCAQMD Rule 445. SCAQMD Rule 445, Wood Burning Devices, states that "no person shall permanently install a wood-burning device into any new development" (SCAQMD 2020). Exemptions to SCAQMD Rule 445 include where there is no existing infrastructure for natural gas service within 150 feet of the property line or those 3,000 or more feet above mean sea level; however, these exemptions are not anticipated to be common per the anticipated parcels under the development of the 30,968 dwelling units.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of residential buildings and on the default factor of pounds of VOC per building square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers using during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of residential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings and CalEEMod default values, which include 50 grams per liter VOC for residential interior and exterior surfaces. SCAQMD's Rule 1113 (Architectural Coatings) would govern the VOC content for interior and exterior coatings.[8] The CalEEMod default reapplication rate of 10% of area per year is assumed.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per residential dwelling unit per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gas emissions in CalEEMod, since criteria pollutant emissions would occur at the site of power plants. However, natural gas combustion would occur within the Project area itself, in association with equipment that uses natural gas. As such, its use within the Project area is estimated and modeled in CalEEMod. The natural gas use from residential land uses is calculated in CalEEMod based on the

[8] SCAQMD Rule 1113 includes a 50 grams per liter VOC content limit for both flat and non-flat coatings, which are the most common coatings for interior and exterior paint applications. Accordingly, the CalEEMod default values applied are generally consistent with the air district architectural coating rules.

Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity values (natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. CalEEMod default values for energy consumption assume compliance with the 2019 Title 24 Building Energy Efficiency Standards.

Mobile Sources

Mobile sources for the development scenario would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the parcels developed. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. The default vehicle mix provided in CalEEMod 2020.4.0, which is based on CARB's Mobile Source Emissions Inventory model (EMFAC) version 2017, was applied for all land use types. Emission factors representing year 2023 were used to estimate emissions associated with the final buildout year associated with implementation of the Project.

Applied trip generation rates for the buildout development scenario are based on the traffic data provided in Section 4.17, Transportation, of this Recirculated Draft PEIR and Institute of Transportation Engineers (ITE) 11th edition trip rates for the proposed land uses. Mid-rise apartments were assumed for all residential land uses. Multifamily units proposed in both general urban/sub-urban and dense multi-use urban areas were used since some of the sites would be developed with a higher density with higher accessibility to transit and/or proximity to employment centers.

Off-Road Equipment, Stationary Sources, and Other Sources of Emissions

Based on the type of land uses that would be developed with implementation of the Project, there are additional emission sources that are either not captured in CalEEMod or specifics are not available to accurately estimate emissions using CalEEMod. Potential additional sources of criteria air pollutant and TAC emissions include emergency generators, boilers, broilers (meat cooking), ovens, cogeneration facilities, chillers, cooling towers, autoclave, metals production, painting and spray booths, off-road equipment (e.g., forklifts), truck idling, and various VOC sources.

For most of these sources, because specifics are not available to accurately estimate emissions from these anticipated sources under the Project associated emissions are not included in the estimated emissions presented herein. However, in a good faith effort to include sources typically associated with general industrial land uses (i.e., research and development, and manufacturing), forklifts, and emergency generators are included in the Project's emission inventory. Methods and assumptions to estimate these sources of emissions are discussed below. Note that all stationary sources developed under the Project would be required to comply with applicable SCAQMD rules and regulations and would be required to obtain a permit to operate from the SCAQMD.

Forklifts

For the warehouse assumptions, the SCAQMD published a high cube warehouse truck trip study white paper summary of business survey results, which summarizes various operational results from 34 operating high cube warehouses ("SCAQMD Survey", SCAQMD 2014). The SCAQMD Survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the Project. Note that this estimate if for total forklifts and pallet jacks while pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. While manufacturing, research and development and general industrial involve different operation than warehousing, because there is no factor available for manufacturing, the high cube warehouse factor of 0.12 forklifts/pallet jacks

per 1,000 square feet of building area was applied. For the Project, a total of 135 forklifts were assumed. All indoor forklifts are anticipated to be electric-powered and while the majority of forklifts are anticipated to be used indoors, to conservatively capture the potential for outdoor forklift usage that may be diesel-fueled, 75% of the forklifts were assumed to be electric and 25% were assumed to be diesel. The indoor forklifts were modeled as 89-horsepower electric forklifts that would operate at 8 hours per day, 365 days per year. The outdoor forklifts were modeled as 100-horsepower diesel rough terrain forklifts that would operate at 8 hours per day, 365 days per year. CalEEMod was used to estimate emissions from forklifts.

Emergency Generators

Emergency or stand-by generators are anticipated to be required for new industrial land uses to ensure that necessary sensitive electronics are not damaged in the event of a power outage. While use of generators during an emergency is not included in the emissions inventory as they are speculative, emissions associated with testing and maintenance of the generators is included. No industry standard factor is available, so one generator per 100,000 square feet of industrial space was assumed to capture at least one generator associated with a small industrial building. Accordingly, for the proposed Project, 11 generators were assumed associated with industrial space. All generators were assumed to be diesel-fueled, meet Tier 4 Final engine emission regulatory standards, would be tested for 1 hour per day and 50 hours per year, and would be 500 horsepower based on a review of existing permits for warehouses within the SCAQMD jurisdiction and SCAQMD Rule 1470.9 CalEEMod was used to estimate emissions from emergency generator testing and maintenance.

4.3.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to air quality are listed below. A project may have a significant impact if it would:

Threshold 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan.

Threshold 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Threshold 4.3-3: Expose sensitive receptors to substantial pollutant concentrations.

Threshold 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the Project would have a significant impact on air quality. The County uses the SCAQMD

[9] Per SCAQMD Rule 1470 (Requirement for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), new stationary emergency standby diesel-fueled engines (greater than 50 brake horsepower) shall not operate more than 50 hours per year for maintenance and testing.

thresholds, in accordance with SCAQMD CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and their guidance, to evaluate the potential air quality impacts associated with Project implementation.

SCAQMD has established Air Quality Significance Thresholds, as revised in April 2019, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality, as shown in Table 4.3-5 (SCAQMD 2019).

Table 4.3-5. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (pounds per day)**	**Operation (pounds per day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[c]		
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
PM_{10} 24-hour average PM_{10} annual average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation) 1.0 μg/m³	
$PM_{2.5}$ 24-hour average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation)	

Source: SCAQMD 2019.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; ppm = parts per million by volume; μg/m³ = micrograms per cubic meter.
Greenhouse gas emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the greenhouse gas emissions analysis and not the air quality analysis.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.
[c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality threshold are based on SCAQMD Rule 403.

The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the development of the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Threshold 4.3-1

The evaluation of whether the Project would conflict with or obstruct implementation of the applicable SCAQMD AQMP is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses whether the potential future development of the additional 30,968 dwelling units, 106 ACUs (90,100 building square feet), and 1,124,731 square feet from industrial building square footage (as conservatively assumed under the Industrial Program; see Chapter 3, Project Description, for details) would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, which is addressed in detail under Threshold 4.3-2. The second criterion is whether implementation of the Project would exceed the assumptions in the SCAQMD AQMP or increments based on the year of buildout.

Threshold 4.3-2

By its nature, air pollution is largely a cumulative impact. However, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If the Project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, if the emissions from Project implementation do not exceed the project-specific thresholds, it is generally not considered to result in a cumulatively significant impact (SCAQMD 2003a). Accordingly, to evaluate the potential for the Project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state AAQS, this analysis applies SCAQMD's criteria pollutants thresholds, as shown in Table 4.3-5, above.

Threshold 4.3-3

For project-level projects, the SCAQMD recommends a localized significance threshold (LST) analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of a proposed project from construction and operation; however, an operational LST analysis is only applicable to land uses with on-site emission sources and is generally not applicable to residential land uses as they do not include substantial on-site sources of localized emissions. The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-level impacts. However, the LSTs are applicable to projects at the project-specific level and are not applicable to regional projects, such as General Plans or the proposed Project, as specific discretionary projects have not been detailed at this time for the proposed Project. Accordingly, the application of the LSTs, which is voluntary, is not provided herein due to the applicability of LSTs on a site-by-site basis.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. The assessment of the potential for the proposed Project to result in a CO hotspot is based on comparison to the SCAQMD 2003 AQMP CO hotspot analysis.

The assessment of the Project's potential to expose sensitive receptors to substantial pollutant concentrations also includes a qualitative evaluation regarding exposure to TACs from construction and operation (and associated health risk) of future development accommodated as a result of the Projects proposed land use changes.

Threshold 4.3-4

The potential for the Project to result in other emissions, specifically an odor impact (CEQA Guidelines, Appendix G, Threshold 4), is based on the Project's land-use types and anticipated construction activity, and the potential for the Project to create an odor nuisance pursuant to SCAQMD Rule 402.

4.3.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for 30,968 additional dwelling units, which would result in approximately 108,390 additional Project area residents. The sites affected are currently zoned and/or designated as residential or commercial, and nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e in Chapter 3 of this Recirculated Draft PEIR.
2. Accessory Commercial Units (ACUs) – The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 residentially-zoned corner lots in the Project area may develop ACU's, which would generate approximately 176 new jobs.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, as illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the Metro Planning Area and are consistent with the General Plan goals and polices applicable to the topic of air quality listed in Section 4.3.1.1 above.

Areawide Goals and Policies

Policy LU 1.6 Indoor Air Quality. Promote healthy indoor air quality through the use of zero- and low-volatile organic compounds (VOC) materials, installation of air filtration systems, and other measures.

Policy LU 4.1 Accessory Commercial Units. Encourage local-serving accessory commercial uses in the form of small neighborhood retail, corner shops, and grocery stores for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods. To further promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in residential-only neighborhoods, provided the lots meet the required zoning regulations.

Policy LU 4.6 Create vibrant "15-minute neighborhoods" that distribute a variety of local services and amenities as "third places," or public places of gathering and activity outside of home and work, within a convenient 15-minute walk of residential uses.

Policy LU 5.1 Industrial Use Revitalization. Support the growth, revitalization, and diversification of industrial uses, and ensure compatibility with nearby land uses through efforts including but not limited to the Green Zones Program and buffers.

Policy LU 6.1 Transition to Cleaner Industries. Encourage transitioning of industrial uses to cleaner industries, including but not limited to science- and technology-driven research and development uses, cleantech and life science facilities, small-scale and artisan manufacturing, and experiential retail in industrially zoned areas, especially when the industrial use is within 500 feet of residential uses.

Goal LU 7 Industrial Land Uses are good neighbors and avoid negative impacts on proximate uses.

Policy 7.1 Improvements to Minimize Industrial Impacts. Enforce the requirements of the Green Zones Program which requires improvements to the operations of industrial uses to reduce aesthetic, social, and environmental impacts.

Policy LU 7.2 Discretionary Application Use Notification. Notify property owners within 1,000 feet and notify community-based organizations concerned with equity and environmental quality, when applications for discretionary uses in industrial areas are filed.

Policy LU 7.3 Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

Goal LU 9 Reduce the harms caused by freeway infrastructure through introduction of freeway cap parks and community amenities along existing freeway corridors.

Goal TOD 3 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy TOD 3.1 Commercial Uses and Accessory Commercial Uses. Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers. (see also Policy LU 7.1)

Policy TOD 3.2 Active Transportation. Design station area developments to support active transportation and connectivity to the pedestrian and bicycle networks.

Goal HW/EJ 1 Community members are protected from pollution.

Policy HW/EJ 1.1 Green Zones. Consistent with Green Zones Ordinance, require that nonconforming uses with potential to create harmful environmental effects be brought into compliance with current development and performance standards on a shorter timeline for most uses. Discourage nonconforming uses from continuing if they cannot be operationally compatible with surrounding uses.

Policy HW/EJ 1.2 Sensitive Land Uses. Require that proposals for new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks or other measures to minimize negative environmental and health impacts.

Policy HW/EJ 1.4 Green Construction Techniques. Use density bonuses and other incentives to encourage public and private development to incorporate green building techniques, such as construction waste management practices.

Goal HW/EJ 2 Community members have safe and sanitary housing.

Policy HW/EJ 2.2 Lead Paint Remediation. Implement lead-based paint testing as part of County-funded housing rehabilitation. Encourage lead paint remediation programs or partnerships.

Policy HW/EJ 2.3 Green Building Materials. In addition to the requirements of the California Building Code, encourage the use of green, healthy building materials that are toxin free in residential construction.

Policy HW/EJ 2.4 Clean Air Housing. Require new housing proposals in areas near sources of air pollution to incorporate setbacks, barriers, landscaping, ventilation systems, or other measures to reduce residents' exposure to air pollutants.

Goal HW/EJ 7 The needs of residents in disadvantaged communities are prioritized.

Policy HW/EJ 7.1 Environmental Justice Decision Making. Consider environmental justice and public health outcomes to disadvantaged and low-income communities during the decision-making process, such as potential public health implications when reviewing conditional use permits.

Policy M 3.1 Car Sharing and Carpooling. Support initiatives and programs to expand car sharing and carpooling opportunities.

Policy M 4.6 Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, 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.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of air quality.

4.3.2.4 Impact Analysis

Threshold 4.3-1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Project area is within the jurisdiction of the SCAQMD, as detailed above. The applicable air quality plan for the Project area is the SCAQMD's 2022 AQMP. The regional emissions inventory for the SCAB is compiled by the SCAQMD and SCAG. The SCAQMD has established criteria for determining consistency with the AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP or increments based on the year of Project buildout and phase.

Regarding Consistency Criterion No.1, the response to Threshold 4.3-2, below, evaluates the potential for the Project to violate any air quality standard or contribute substantially to an existing or projected air quality violation, which applies the SCAQMD mass daily construction and operational thresholds.

As discussed below, based on the 8 percent construction scenario discussed in Section 4.3.2.1, it was determined that construction of future development projects from implementation of the Project could potentially exceed the SCAQMD mass daily construction thresholds for VOC and NO_x, as shown in Table 4.3-6, below. In addition, the operation of any future development projects, as allowed by the Project, would exceed the SCAQMD mass daily operational thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$, for full operational buildout of the Project and for a combined construction and operational scenario, as detailed in Table 4.3-7, below.

All projects would be required to adhere to all existing regulations to protect air quality which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes;
- The County's Grading Permit Procedures, which requires that all grading meeting specified criteria; and
- The most recent California Green Building and Standards Code (CALGreen).

Nonetheless, because the total anticipated development associated with implementation of the Metro Area Plan could potentially exceed the SCAQMD mass daily regional thresholds, even with implementation of mitigation measures MM-4.3-1 and MM-4.3-2 and compliance with existing regulations, the Project could potentially result in an increase in the frequency or severity of existing air quality violations. As such, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Regarding Consistency Criterion No. 2, while striving to achieve the NAAQS for O_3 and $PM_{2.5}$ and the CAAQS for O_3, PM_{10}, and $PM_{2.5}$ through a variety of air quality control measures, the 2022 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with and would not conflict with or obstruct implementation of the 2022 AQMP, if the growth in socioeconomic factors (e.g., population, employment) is consistent with the

underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the SCAG for its RTP/SCS (SCAG 2020), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2022a). The SCAG 2022 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans. While no specific development projects are proposed at this time, implementation of the Project (including future zoning changes anticipated to occur within five years under the proposed Industrial Program) would facilitate additional population growth, additional housing units, and an increase in density of commercial and industrial space within the Project area. Changes in the population, housing, or employment growth projections associated with the Project have the potential to affect SCAG's demographic projections, and therefore, the assumptions of the SCAQMD's AQMP. However, development that occurs from implementation of the Project would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-to-housing balance, and integrating land uses near major transportation corridors. More specifically, the Metro Area Plan includes areawide and community-specific goals and policies to support these regional goals, and in turn, improved air quality, including Goals LU 7 HW/EJ 1, HW/EJ 2 and HW/EJ 7and Policies LU 1.6, LU 7.1, and LU 7.2, LU 7.3, LU 7.5, HW/EJ 1.2, HW/EJ 1.4, HW/EJ 2.2, HW/EJ 2.3, HW/EJ 2.4, HW/EJ 7.1, M 3.1 and M 4.6. These goals and policies relate to: freeway caps; transit-oriented communities; pedestrian and bicycle improvements; active transportation funding; complete streets; more walkable "15-minute neighborhoods"; incentivizing ACUs for more walkable access to essential goods and services; incentivizing a transition to cleaner industry in historically industry-adjacent residential areas; and infill housing; refer to Section 4.3.2.3, Land Use Changes Programs and Policies of this Recirculated Draft PEIR for a more detailed list. Implementation of these goals and policies would help to reduce vehicle miles traveled (VMT) and also aim to reduce sources air pollution, such as freeways and heavy traditional industry, near residential areas.

However, even with the Metro Area Plan goals and policies that are consistent with and support the SCAG's RTP/SCS goals and policies, it is anticipated that Project implementation could potentially exceed the growth forecasts and change the underlying land use assumptions utilized in the 2022 AQMP. As such the Project would conflict with Consistency Criterion No.2 of the SCAQMD CEQA Air Quality Handbook.

As previously described above in Section 4.3.2.3, Land Use Changes, Programs, and Policies, while the Project consists of a policy document that does not propose any direct development, the Project's proposed land use changes would allow for greater densities than are currently allowed within the Project area. Additionally, approval of the Project would not provide any goals, policies, or programs that would significantly conflict with or obstruct implementation of the applicable air quality plan. However, future development resulting from implementation of the Project has the potential to exceed the SCAQMD's criteria pollutant mass daily thresholds for construction and operations. Therefore, the Project would conflict with Consistency Criterion No. 1. Additionally, the Project would conflict with Consistency Criterion No. 2, as implementation of the Project could exceed the demographic growth forecasts in the SCAG 2020 RTP/SCS. Therefore, Mitigation Measure (MM)-4.3-1 and MM-4.3-2 are included to reduce air quality impacts for short-term construction and operational emissions. However, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-1 and

MM-4.3-2, potential impacts related to the Project's potential to conflict with or obstruct implementation of the applicable air quality plan would be significant and unavoidable.

Threshold 4.3-2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Construction Emissions

Construction activities resulting from potential future projects developed under Project implementation would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emissions levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

While the exact number and timing of individual development projects and infrastructure improvements that could occur as a result of implementation of the Project are unknown at this time, construction activities associated with future development facilitated by the Project would generate criteria air pollutant emissions from the on- and off-site sources described above. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. Construction of future development would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities, which was assumed in the quantification of Project emissions, detailed below. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD Rule 1113. Due to the speculative nature of the amount of asphalt paving associated with any future development resulting from the Project, VOC off-gassing from asphalt pavement application is not included in the emissions estimates.

As discussed in the Construction Emissions subsection in Section 4.3.2.1, Methodology, to provide a conservative scenario of potential construction activity as a result of the Project, this analysis assumes that 8 percent of the Project would be developed within one year (i.e., 1 year of 12 years, which is the estimated buildout of the Project, is 8 percent). Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during construction of the eight percent development scenario. Due to the speculative nature of construction, CalEEMod default values were relied upon for the assumed land use type and size, with minor exceptions, as detailed in Section 4.3.2.1.

Table 4.3-6, Estimated Maximum Daily Construction Criteria Air Pollutant Emissions, presents the estimated maximum daily construction emissions generated during construction of the eight percent construction scenario, for the first year of construction. Details of the emission calculations are provided in Appendix C.

Table 4.3-6. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per day					
1 Year of Construction (8 percent of total construction)	129	291	498	2	188	57
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**	**Yes**	**Yes**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management District
See Appendix C for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod and provided in Appendix C.
The estimates reflect control of fugitive dust (watering two times daily) required by SCAQMD Rule 403.

As shown in Table 4.3-6, although construction-related CO, and SO_x emissions would not exceed the SCAQMD thresholds during the construction of the 8 percent construction scenario, the Project would exceed the SCAQMD mass daily thresholds for VOCs, NO_x, PM_{10} and $PM_{2.5}$ during construction. Therefore, impacts related to exceedance of SCAQMD mass daily regional thresholds during construction of the Project would be potentially significant. All projects would be required to adhere to all existing regulations during construction to protect air quality which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes;
- The County's Grading Permit Procedures, which requires that grading meeting specified criteria; and
- The most recent California Green Building and Standards Code (CALGreen).

These regulations would minimize potentially significant impacts. However, mitigation is required to address potentially significant impacts. Implementation of MM-4.3-1, Construction Emissions, would reduce NO_x and PM emissions from equipment exhaust and PM emissions associated with fugitive dust. MM-4.3-1 includes measures such as requiring off-road equipment with engines rated at 50 horsepower or greater use be Tier 4 Final, and specific watering requirements at construction sites. However, due to the programmatic nature of the Project, the accuracy of the reductions that would be realized from MM-4.3-1 is not able to be accurately quantifiable. Further, MM-4.3-1 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-1, potential impacts related to short-term construction emissions would be significant and unavoidable.

Operational Emissions

As described in response to Threshold 4.3-1, while the Project consists of a policy document and does not propose any direct development, the Project's propose land-use changes would allow for new or more dense development than is currently allowed within the Project area. Operation of the Project, due to future development within the Project area, could potentially generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources,

including vehicular traffic; energy sources from natural gas usage; area sources, including the use of landscaping equipment and consumer products; and from architectural coatings. As discussed in the Operational Emissions subsection of Section 4.3.2.1, pollutant emissions associated with long-term operations were quantified using CalEEMod using a combination of Project-specific information (i.e., land use inputs and trip rates) and CalEEMod default values for the buildout of the Project.

The SCAQMD does not provide emission-based thresholds or provide guidance on how to evaluate large area projects and programmatic development such as the Project. To provide a conservative analysis of indirect emissions associated with buildout of the Metro Area Plan, emissions from full buildout of the Project are compared to the SCAQMD's project-level emission-based daily thresholds. Furthermore, because of the potential for Project construction to overlap with operation of portions of the Project, construction emissions from Table 4.3-6 are added to operational emissions in Table 4.3-7, below.

Table 4.3-7, Estimated Combined Construction and Operational Criteria Air Pollutant Emissions, presents the maximum daily area, energy, mobile, off-road equipment, and stationary source emissions associated with total operational buildout of the Project as compared to the SCAQMD's thresholds. The SCAQMD operational thresholds are expressed as mass daily thresholds in pounds per day. Details of the emission calculations are provided in Appendix C.

Table 4.3-7. Estimated Combined Construction and Operational Criteria Air Pollutant Emissions

Estimated Maximum Daily Operational Emissions for Project Implementation						
Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per day					
Area	823	491	2742	3	51	51
Energy	9	76	34	<1	6	6
Mobile	361	358	3,570	8	1,107	298
Off-road Equipment	3	15	39	<1	<1	<1
Stationary Source	5	13	12	<1	1	<1
Total	**1,200**	**928**	**6,398**	**12**	**1,166**	**357**
SCAQMD Operational Threshold (Table 4.3-5)	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**YES**	**YES**	**YES**	**No**	**YES**	**YES**
Combined Construction and Operational Emissions (Worst-Case)						
Construction Emissions (Table 4.3-6)	129	291	498	2	188	57
Operational Emissions (above)	1,200	928	6,398	12	1,166	357
Combined Construction and Operation Emissions	**1,329**	**1,219**	**6,896**	**14**	**1,354**	**414**
SCAQMD Operational Threshold (Table 4.3-5)	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**YES**	**YES**	**YES**	**No**	**YES**	**YES**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management.
See Appendix C for complete results.

As shown in Table 4.3-7, maximum daily operational emissions from full buildout of the Project would exceed the SCAQMD daily significance thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. In addition, the combined construction and operational emissions would exceed the SCAQMD's operational emissions threshold for all criteria pollutants except for SO_x. Therefore, impacts regarding cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment would be potentially significant.

By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development (such as the cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities), and the SCAQMD develop and implement plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulative contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulative contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

As described in Threshold 4.3-1, the Project consists of a policy document and does not propose any direct development. However, implementation of the Project's proposed land-use changes would allow for more dense development in the Project area than is currently allowed under existing conditions. In considering cumulative impacts from the development allowed for by the Project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed in Section 4.3.1.2, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$, and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. Due to the speculative nature of construction and since the size of development of each individual project is unknown, development of the Project may result in a cumulatively considerable increase in emissions of criteria air pollutants for which the SCAB is designated as nonattainment under the NAAQS or CAAQS.

Cumulative localized impacts would potentially occur if construction associated with the development future development facilitated by the Project were to occur concurrently with another construction project or with another off-site, unrelated project. In addition to the speculative nature of the Project implementation, construction schedules for potential future projects unrelated to the Project are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD, as applicable. For example, cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403, which sets forth general and specific requirements to control fugitive dust at all construction sites in the SCAB. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113, which regulate VOC limits in architectural coatings. Additional SCAQMD rules that future cumulative projects would be required to comply with are discussed in Section 4.1.1.1, Local.

The Metro Area Plan includes areawide and community-specific goals and policies to support improved air quality in operational conditions. These goals and policies relate to: freeway caps; transit-oriented communities; pedestrian and bicycle improvements; active transportation funding; complete streets; more walkable "15-minute

neighborhoods"; incentivizing ACUs for more walkable access to essential goods and services; incentivizing a transition to cleaner industry in historically industry-adjacent residential areas; and infill housing. Additionally, the Metro Area Plan would include goals and policies to support air quality improvement in the Project area, including Goals LU 7 HW/EJ 1, HW/EJ 2 and HW/EJ 7and Policies LU 1.6, LU 7.1, and LU 7.2, LU 7.3, LU 7.5, HW/EJ 1.2, HW/EJ 1.4, HW/EJ 2.2, HW/EJ 2.3, HW/EJ 2.4, HW/EJ 7.1, M 3.1 and M 4.6 as included above in Section 4.3.2.3, Land Use Changes, Programs, and Policies. Implementation of these goals and policies would help to reduce vehicle miles traveled (VMT) and also aim to reduce sources air pollution, such as freeways and heavy traditional industry, near residential areas. However, even with the support of Metro Area Plan policies, it is anticipated that Project implementation would exceed the SCAQMD's emission-based daily thresholds. MM-4.3-2, Operational Emissions, includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors.

However, due to the programmatic nature of the Project, the accuracy of the reductions that would be realized from MM-4.3-2 is not able to be accurately quantifiable. Further, MM-4.3-2 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-2, potential impacts related to operational emissions would be significant and unavoidable.

Health Effects

Currently, the SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the development of the Project to specific health effects. In addition, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days.

In connection with the judicial proceedings culminating in issuance of the Friant Ranch decision, the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty of correlating an individual project's criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key, relevant points from the SCAQMD and SJVAPCD briefs are summarized herein for informational purposes.

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O_3 and PM are formed, dispersed, and regulated. The formation of O_3 and PM in the atmosphere, as secondary pollutants,[10] involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O_3 reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO_2 is photochemically reformed from nitric oxide. In this way, O_3 is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O_3 (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O_3 concentrations to which

[10] Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

downwind populations may be exposed (NRC 2005). Once formed, O_3 can be transported long distances by wind, and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008). Because of the complexity of O_3 formation, a specific tonnage amount of VOCs or NO_X emitted in a particular area does not equate to a particular concentration of O_3 in that area (SJVAPCD 2015). PM can be divided into two categories: directly emitted PM and secondary PM. Secondary PM, like O_3, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SO_x and NO_x (SJVAPCD 2015). Because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, where project-generated criteria air pollutant emissions are not derived from a single "point source," but from construction equipment and mobile sources (passenger cars and trucks) driving to, from, and around the project site.

Another important technical nuance is that health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. For example, health effects from O_3 are correlated with increases in the ambient level of O_3 in the air a person breathes (SCAQMD 2015b). However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient O_3 levels over an entire region (SCAQMD 2015b). The lack of link between the tonnage of precursor pollutants and the concentration of O_3 and $PM_{2.5}$ formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O_3 that causes these effects (SJVAPCD 2015). Indeed, the ambient air quality standards, which are statutorily required to be set by EPA at levels that are requisite to protect the public health, are established as concentrations of O_3 and $PM_{2.5}$ based on duration of exposure and not as tonnages of their precursor pollutants (EPA 2018a). Because the ambient air quality standards are focused on achieving a particular concentration region-wide, the tools and plans for attaining the ambient air quality standards are regional in nature. For CEQA analyses, project-generated emissions are typically estimated in pounds per day or tons per year and compared to mass daily or annual emission thresholds. While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the ambient air quality standards, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O_3 or PM that will be created at or near the project site on a particular day or month of the year, or what specific health impacts will occur (SJVAPCD 2015).

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it "would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have" (SJVAPCD 2015). The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin, but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, "Running the photochemical grid model used for predicting O_3 attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved" (SJVAPCD 2015).

SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015b; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and

would likely not yield valid information or a measurable increase in O_3 concentrations sufficient to accurately quantify O_3-related health impacts for an individual project.

Nonetheless, following the Supreme Court's Friant Ranch decision, some EIRs estimated criteria air pollutant emissions that exceeded applicable air district thresholds and have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model[11] and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP–Community Edition).[12] The publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidence for various health outcomes resulting from the project's estimated increase in concentrations of O_3 and $PM_{2.5}$.[13] The five publicly available HIAs reviewed herein have concluded that the evaluated project's health effects associated with the estimated project-generated increase in concentrations of O_3 and $PM_{2.5}$ represent a small increase in incidences and a very small percentage of the number of background incidences, indicating that these health impacts are negligible and potentially within the models' margin of error. It is also important to note that while the results of the five available HIAs conclude that the project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus, overestimate health incidences, particularly for $PM_{2.5}$.

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O_3 attainment with the emissions solely from an individual project like the Friant Ranch project or the Project is not likely to yield valid information given the relative scale involved. The five examples reviewed support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and, more importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial, provided that the estimated project-generated incidences represent a very small percentage of the number of background incidences, potentially within the models' margin of error.

As described in response to Threshold 4.3-1, the Project consists of a policy document, which does not propose any direct development or any goals, policies, or development standards that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area, and future development projects accommodated as a result of Project implementation would result in physical impacts to the

11 The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O_3 and $PM_{2.5}$ as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017).

12 After estimating the increase in concentrations of O_3 and $PM_{2.5}$, the second step in the five examples includes use of BenMAP or BenMAP-Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health incidences resulting from changes in air pollution concentrations (EPA 2018b). The health impact function in BenMAP-Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the five example HIAs focused on O_3 and $PM_{2.5}$.

13 The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2019), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), and (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019).

environment. Thus, construction criteria air pollutant emissions from potential development projects allowed for by the Project could potentially exceed the SCAQMD mass daily thresholds for VOC and NO_x.

VOCs and NO_x are precursors to O_3, for which the Project area within the SCAB are designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of reactive organic gases and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, because VOC and NO_x emissions associated with Project construction and/or operation would exceed the SCAQMD thresholds, it could contribute to regional O_3 concentrations and the associated health effects.

Health effects that result from NO_2 and NO_x include respiratory irritation. Although construction of future development allowed for under the Project may generate NO_x emissions that could exceed the SCAQMD mass daily thresholds, itis not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO_2 because the SCAB are designated as in attainment of the NAAQS and CAAQS for NO_2 and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. As noted above, the Project, would exceed the applicable SCAQMD NO_x thresholds during construction and operation of the Project. In addition, because there is the potential for nearby receptors to be affected by off-road construction equipment, the construction of individual parcels could result in potential health effects associated with NO_2 and NO_x during construction.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots is discussed in response to Threshold 4.3-3, below, and is determined to be a less-than-significant impact. Furthermore, the existing CO concentrations in the area are well below the NAAQS and CAAQS standards. However, operation of the developments allowed for by the Project would generate CO emissions that would exceed the SCAQMD CO thresholds during operation. Therefore, CO emissions from implementation of the Project could potentially contribute to significant health effects associated with this pollutant.

Operation of total future buildout under the Project would exceed the SCAQMD threshold for PM_{10} or $PM_{2.5}$. While construction is temporary, on the whole of the action, construction of the development allowed for by the Project would exceed the SCAQMD thresholds for PM_{10} or $PM_{2.5}$ and could contribute to exceedances of the NAAQS and CAAQS for particulate matter or could obstruct the SCAB from coming into attainment for these pollutants. Nonetheless, SCAQMD Rule 403, Fugitive Dust, would limit the amount of fugitive dust generated during development allowed for by the Project, and implementation of MM-4.3-1 would provide further fugitive dust control measures for applicable projects implemented within the Project area. Nevertheless, the Project has the potential to contribute a substantial amount of particulate matter during future construction of development projects, which could result in health effects associated with PM_{10} or $PM_{2.5}$.

In summary, because future potential projects would potentially exceed the SCAQMD thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$, the potential health effects associated with criteria air pollutants are considered potentially significant. However, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within the SCAQMD

jurisdiction. Furthermore, for purposes of this conservative CEQA analysis, it is assumed that the additional development would be developed by 2035, within a 12-year period; however, full buildout may not occur within this time period and the intensity and spatial development within this period is unknown. For these reasons, conducting a HIA may not yield accurate results and would likely overestimate health effects associated with the Project. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-1, the Project has the potential to violate air quality standard or contribute substantially to an existing or projected air quality violation and the health effects associated with criteria air pollutants, and impacts would be significant and unavoidable.

Threshold 4.3-3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized/Ambient Air Quality

As described in response to Threshold 4.3-1, the Project consists of a policy document and does not propose any direct development. However, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area. Construction activities associated with future development allowed by the Project would result in temporary sources of construction equipment emissions and on-site fugitive dust. As explained in Section 4.3.3, for project-specific development, the SCAQMD recommends an LST analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of construction; however, the LSTs are applicable to projects at the project-specific level and are not applicable to regional projects such as the Project, because specific projects are speculative at this time. Specifically, SCAQMD guidance for LST application recommends application of the methodology for project sites that are 5 acres or smaller (SCAQMD 2008). Accordingly, construction LST guidance is not recommended or provided herein.

Health Effects of Carbon Monoxide

As described in Threshold 4.3-1, while the Project consists of a policy document that is not anticipated to produce environmental impacts, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area. Mobile source impacts occur on two scales. Regionally, Project-related travel would add to regional trip generation and increase the VMT within the local airshed and the SCAB. Locally, traffic generated by the future residential development, ACUs, and potential industrial space facilitated by the Project would be added to the local roadway system near those areas. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-Project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. However, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD Handbook (1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[14] (SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was

[14] SCAQMD's CO hotspot modeling guidance has not changed since 2003.

prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in the County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2018 through 2020 within the County (see Table 4.3-3), which was 4.7 ppm in 2018, the 1-hour CO would be 9.3 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2018 through 2020 within the County (see Table 4.3-3), which was 3.5ppm in 2018, the 8-hour CO would be 7.3 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. While intersection volumes are not available for every intersection within the unincorporated County area, as discussed in Section 4.17, Transportation, of this Recirculated Draft PEIR, implementation the Project would result in a regional decrease in vehicle trips and VMT. Accordingly, it is not anticipated that the Project would result in a new congested intersection or substantially exacerbate conditions at congested intersections, nor it is anticipated that the Project would increase volume at any given intersection to more than 100,000 vehicles per day. Therefore, a CO hotspot is not anticipated to occur based on potential future residential development facilitated by the Project. Impacts associated with CO hotspots would be less than significant.

Toxic Air Contaminants - Construction

The Project could result in TAC exposure to existing or future sensitive land uses during construction. Diesel equipment would be subject to the CARB airborne toxic control measures for in-use off-road diesel fleets, which would minimize DPM emissions, including an airborne toxic control measure to limit idling of diesel-fueled commercial vehicles, which requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485). However, the level of potential emissions in relation to the location of sensitive receptors cannot be estimated with a level of accuracy. As such, the potential health risk of exposing sensitive receptors to construction-generated TAC emissions, primarily DPM, would be potentially significant. Even with implementation of MM-4.3-1, Construction Emissions, existing regulations and proposed goals and policies to reduce impacts (see Section 4.3.2.3, Land Use Changes, Programs and Policies), the Project impacts at the program level would remain significant and unavoidable because at this level of review, the exact location, orientation, number and timing of individual development projects and/or infrastructure improvements that could occur as a result of implementation of the Metro Area Plan are unknown. Further, MM-4.3-1 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-1, potential impacts related to exposure to substantial pollutant concentrations during construction activities associated with future development projects would be significant and unavoidable.

Toxic Air Contaminants - Operation

The Project would facilitate additional housing, neighborhood-commercial uses, and potential industrial land uses, such as artisan manufacturing and research/life sciences use, which could include various sources of TACs. As discussed in Section 4.3.2.1, Methodology, potential sources of TAC emissions from the Project include, but are not limited to: emergency generators, boilers, broilers (meat cooking), ovens, cogeneration facilities, chillers, cooling towers, autoclave, metals production, painting and spray booths, and off-road equipment (e.g., forklifts).

Consistent with the goals of CARB's handbook, the Project includes area-wide and community-specific goals and policies that would benefit the local and regional air quality, such as supporting infill housing and transit-oriented development. Additionally, goals and policies of the Project relate to: freeway caps; transit-oriented communities; pedestrian and bicycle improvements; active transportation funding; complete streets; more walkable "15-minute neighborhoods"; incentivizing ACUs for more walkable access to essential goods and services; and incentivizing a transition to cleaner industry in historically industry-adjacent residential areas; refer to Section 4.3.2.3, Land Use Changes Programs and Policies of this EIR for a more detailed list.

Compliance with applicable Green Zone District standards (Zoning Code Chapter 22.84), would also minimize TAC exposure to sensitive receptors. Additionally, per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses, as defined by the County (see "Sensitive Uses" in Section 4.3.1.1, Regulatory Setting), would be required to adhere to air quality-related specifications if siting sensitive uses within 500 feet of existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping, and air filtration systems in residential units, as recommended by Public Works, Building and Safety Division, and CARB. New uses identified in Zoning Code Section 22.84.030(A) would be required to comply with additional findings (see Section 4.2.1.1, Regulatory Setting, Title 22, Planning and Zoning, "Section 22.84.202(B), Additional Findings" above) and development standards (Zoning Code Section 22.84.030[B]), including required landscaping buffers, building setbacks, enclosures for hazardous materials, and siting of buildings and vehicular access areas (i.e., driveways, loading docks, etc.) as far away from sensitive uses as practically feasible. In addition, new warehouses in the Project area with a minimum gross floor area of 100,000 square feet must comply with SCAQMD Rule 2305 (or current standards).

MM-4.3-2, Operational Emissions, includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors. However, MM-4.3-2 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.3-2, potential impacts related to exposure to substantial pollutant concentrations during long-term operations associated with future development projects would be significant and unavoidable.

Threshold 4.3-4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to

the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

As described in Threshold 4.3-1, while the Project consists of a policy document that does no propose and direct development, the land use changes proposed as part of the Project would allow for greater densities than are currently allowed within the Project area, and the Project would result in indirect impacts. Development allowed for by the Project would generate odors from vehicles and/or equipment exhaust emissions. Odors produced would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. As these odors would be short-term (e.g., only emitted during a future development project's demolition/construction phase), intermittent, limited to on-site or site-adjacent areas, and typically emitted in an outdoor setting subject to wind and other dissipating elements, such odors would disperse rapidly and would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction of the Project would be less than significant.

Operational uses for ACUs could include beautician and barber services, independent retail, medical offices, eateries and cafes, print shops, and neighborhood service grocery, market, and/or corner stores (excluding alcohol sales). ACUs and mixed-use buildings which could potentially result in odors are generally limited to food-service activities. For new ACUs and/or mixed-use buildings that may result in food-service activities in or adjacent to residential areas, the potential for odors are anticipated to be negligible and consistent with commonplace odors in urban areas (e.g., odors from cooking/cooked food). Additionally, all food-service facilities in the Project area are required to meet applicable health and safety code requirements and building code standards, including standards related to odor emissions. For these reasons, impacts related to odors emanating from ACUs and mixed-use buildings (e.g., food-service facilities) accommodated because of the Project's proposed land use changes would be less than significant.

Regarding operational conditions at potential future industrial land uses accommodated under the Industrial Program, the Project includes a number of goals and policies that aim to reduce the historically odor-generated uses, such as Policy LU 6.1, 7.1, HW/EJ 1.1 and HW/EJ 2.4. Industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project's proposed policies and the Industrial Program's conceptual LSP and M-0.5 development standards would not permit such uses; however, there may be other types of odors generated from permitted uses, including but not limited to food-service-related-uses, artisan production, custom manufacturing, fabrication and prototype fabrication, and microbreweries.

Nevertheless, the Project would not create new or more substantial sources of odors beyond the existing conditions in these industrial areas. In addition, new industrial uses within 500 feet of an existing sensitive use would be required to comply with existing Green Zone District measures to reduce or avoid potential odor-related impacts. These measures include Section 22.84.030(B), Additional Findings, which states that, for all new industrial and vehicle-related projects within 500-feet of a sensitive use, the proposed use, development of land, and application of development standards must be arranged to prevent adverse effects related to odor (Section 22.84.030[B][1]). Further, and pursuant to Section 22.158.060(A)(7), for all uses subject to a CUP, the County may impose additional restrictions to regulate nuisance factors such as odors.

While the Project identifies the general locations (e.g. zones) where future development is likely to occur, and can make certain assumptions based on the permitted use types, the precise nature (e.g. the particular tenant[s]) and site-specific location(s) of future development projects implemented under the Metro Area Plan have not yet been identified. Therefore, odor sources associated with Project buildout and their potential to cause a specific impact

to nearby sensitive receptors also cannot be completely identified. However, any development within the Project area would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property. Also, the Metro Area Plan would include policies to support odor abatement from industrial uses, including LU 1.6, LU 7.2, and LU 7.5 (refer to Section 4.3.2.3 Land Use Changes, Programs and Policies for details). Further, new development and/or redevelopment projects in the Project Area requiring a CUP—including new industrial and vehicle-related uses within 500 feet of a sensitive use—would be required to comply with applicable Zoning Code measures related to odor abatement. Therefore, the Project would not result in new or more substantial odor emissions that could adversely affect a substantial number of people, and impacts would be less than significant.

4.3.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative air quality impacts include the South Coast Air Basin and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.3-1: The cumulative impact of the population increases in South Coast Air Basin would further obstruct implementation of the AQMP, as implementation of the Project would further exceed the demographic growth forecasts in the Project area. Although implementation of MM-4.3-1 and MM-4.3-2 would reduce emissions of future projects under the Metro Area Plan, these mitigation measures would not reduce impacts to less than significant. As discussed in response to Threshold 4.3-1, implementation of the Metro Area Plan would result in a significant and unavoidable impact related to the conflict with the applicable AQMP. The impact of the Project, in addition to the additional regional growth, would constitute a significant cumulative impact related to AQMP implementation. Therefore, the Metro Area Plan's incremental contribution to impacts related to conflict with the SCAQMD's AQMP would be cumulatively considerable.

Threshold 4.3-2: As discussed previously, air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implement plans for future attainment of ambient air quality standards. The potential for the Project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS and/or CAAQS, is addressed in response to Threshold 4.3-2. Therefore, the Metro Area Plan's incremental contribution to impact related to increases of any criteria pollutant for which the project region is in nonattainment would be cumulatively considerable.

Threshold 4.3-3: As discussed in response to Threshold 4.3-3 regarding sensitive receptors, projects under the Metro Area Plan would be required to evaluate existing TAC exposure and incorporate available reduction measures, if necessary. However, due to the uncertainty of future sensitive receptor locations and the effectiveness of MM-4.3-1 and 4.3-2, even with implementation of mitigation, existing regulations, and Project goals and policies, impacts would be significant and unavoidable. The impact of the Project in addition to growth associated with regional plans could further increase the exposure of air quality pollutants to sensitive receptors. Therefore, the Metro Area Plan's incremental contribution to impacts related to exposure of sensitive receptors to substantial pollutant concentrations from TACs would be cumulatively considerable.

Threshold 4.3-4: As discussed in response to Threshold 4.3-4 regarding odors or other emissions, projects under the Metro Area Plan would be subject to SCAQMD Rule 402, Metro Area Plan Policies LU 4.6, LU 10.2, LU 10.5 and LU 10.7, which would reduce odor impacts from operation of the Project. Odor impacts are generally limited to the immediate area surrounding the source and the Project would result in less than significant impacts related to odors. Therefore, the Project's incremental contribution to odors would not be cumulatively considerable.

4.3.2.6 Mitigation Measures

MM-4.3-1 Construction Emissions. If during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed SCAQMD's construction mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during construction activities. New projects are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Additional measures for projects that exceed SCAQMD's construction mass daily thresholds may include, but are not limited to, the following:

- Off-Road construction equipment with engines that are 50 horsepower or greater shall be rated by the USEPA as having Tier 4 emission limits or better (whichever is the cleanest technology available at time of project development). If it can be demonstrated to County Planning that such equipment is not commercially available or feasible, alternate emissions control devices and/or techniques 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.

- Use electric or alternative-fueled (i.e., non-diesel) construction equipment, if available and feasible, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors.

- Maintain records of all trucks associated with project construction activities to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning.

- Provide electric vehicle (EV) charging stations or appropriately sized electrical infrastructure and electrical panels. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment.

- Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary.

- Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable.

- Ensure vehicle traffic inside the project site is as far away as feasible from sensitive receptors.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.
- Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts.
- Configure construction parking to minimize traffic interference.
- Cover all trucks hauling dirt, sand, soil, or other loose materials.
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Replace ground cover in disturbed areas as quickly as possible to minimize dust.
- Pave roads and road shoulders, where applicable.
- Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water).
- Utilize only super-compliant volatile organic compound (VOC) paints for architectural coatings (0 grams per liter to less than 10 grams per liter VOC) during construction activities. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the application of architectural coatings shall be prohibited during the peak smog season: July, August, and September

Prior to the issuance of a grading permit, the applicant shall provide the County with the construction contractor's inclusion of all required measures on applicable construction plans, including grading and/or building plans.

MM-4.3-2 Operational Emissions. If, during subsequent project-level environmental review, operation-related criteria air pollutants are determined to have the potential to exceed SCAQMD's operation mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during operational activities. New projects facilitated by the Metro Area Plan are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 445 (Wood Burning Devices), Rule 1401 (New Source of Toxic Air Contaminants), Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines), Rule 1153.1 (Emissions of Oxides of Nitrogen from Commercial Food Ovens), Rule 2305 (Warehouse Indirect Source Rule), and Rule 1146 (Emissions

of NOx from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters). Additional measures for projects that exceed SCAQMD's operation mass daily thresholds may include, but are not limited to, the following:

- Heavy-duty trucks shall, at minimum, have 2010 model year engines that meet CARB's 2010 engine emissions standards or newer model trucks with better emissions standards (whichever is the cleanest technology available at the time of project development).
- Maintain records of all trucks associated with project operation to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning.
- The daily number of truck trips allowed during project operation shall be limited to the levels analyzed in the subsequent, project-level environmental analysis for the project.
- Provide electrical infrastructure and electrical panels in conformance with Tier 2 CalGreen code, which should be appropriately sized. Electrical hookups shall be provided for truckers to plug in any onboard auxiliary equipment.
- Truck check-in points shall be located inside the project site to help avoid trucks queuing outside the site.
- Ensure truck traffic inside the project site is as far away as feasible from sensitive receptors.
- Overnight truck parking near sensitive land uses shall be located on the project site.

Prior to the issuance of a Certificate of Occupancy, the applicant shall provide the County with appropriate documentation verifying compliance with the required measures.

4.3.2.7 Level of Significance After Mitigation

Threshold 4.3-1: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could conflict with or obstruct implementation of the applicable air quality plan, and impacts would be **significant and unavoidable**.

Threshold 4.3-2: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), and impacts would be **significant and unavoidable**.

Threshold 4.3-3: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could expose sensitive receptors to substantial pollutant concentrations, and impacts would be **significant and unavoidable**.

Threshold 4.3-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be **less than significant**.

4.3.3 References

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4.4 Biological Resources

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on biological resources, including impacts to special status plant and wildlife species, sensitive natural communities, wetlands, migratory corridors, oak woodlands, and any policies, ordinances, or plans to protect biological resources. A discussion of the existing biological resources in the unincorporated communities of the Metro Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. The analysis is based, in part, on review of the County General Plan, the CalFlora Database, California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) data, as included in Appendix D of this Recirculated Draft PEIR. Please refer to the following appendix:

Appendix D CNDDB, CNPS Inventory, and IPaC Records

Other sources consulted are listed in Section 4.4.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.4.1 Environmental Setting

This section has been written with the understanding that Indigenous Peoples are the original stewards of the natural landscape within and surrounding the Project site. Indigenous knowledge and practices were developed over millennia to provide and support essential elements of Indigenous life and culture and are still practiced today. This traditional ecological knowledge and stewardship methods includes sustainable hunting and gathering as well as the use of fire to revitalize the natural environment. The traditional relationship between Indigenous Peoples and natural resources demonstrates an extraordinary understanding of the reciprocal connection and role of humans to ensure our natural resources exist for future generations.

4.4.1.1 Regulatory Setting

Federal

Federal Endangered Species Act

The federal Endangered Species Act (FESA) of 1973 (16 USC 1531 et seq.), as amended, is administered by the U.S. Fish and Wildlife Service (USFWS) for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. FESA is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend, and to provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. FESA defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.” Under FESA, it is unlawful to take any

listed species; "take" is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the "indiscriminate slaughter" of migratory birds by market hunters and others (16 USC 703–712). Each of the treaties protects selected species of birds and provides for closed and open seasons for hunting game birds. The MBTA protects more than 800 species. Two species of eagles that are native to the United States—bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*)—were granted additional protection within the United States under the Bald and Golden Eagle Protection Act (16 USC 668–668d) to prevent these species from becoming extinct.

Section 404 of the Clean Water Act

The objective of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Under Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) has the authority to regulate activities that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or function.

On February 23, 2020, the USACE and Environmental Protection Agency (EPA) finalized the "Navigable Waters Protection Rule," which establishes a new definition of "Waters of the U.S." under the CWA. The Environmental Protection Agency and U.S. Army Corps of Engineers (the agencies) are in receipt of the U.S. District Court for the District of Arizona's August 30, 2021, order vacating and remanding the Navigable Waters Protection Rule in the case of *Pascua Yaqui Tribe v. U.S. Environmental Protection Agency*. In light of this order, the agencies have halted implementation of the Navigable Waters Protection Rule and are interpreting "waters of the United States" consistent with the pre-2015 regulatory regime until further notice.

On February 9, 2001, the U.S. Supreme Court issued a decision in *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (2001) 121 S. Ct. 675 (SWANCC) that held that the language of the CWA cannot be interpreted as conferring authority for the federal government to regulate "isolated, intrastate, and non-navigable waters" merely because migratory birds may frequent them. The Court emphasized the states' responsibility for regulating such waters. In the U.S. Supreme Court's decision in *Rapanos v. United States and Carabell v. United States*, the USACE and the EPA issued joint guidance regarding the USACE's jurisdiction over waters of the U.S. under the CWA. The guidance summarizes the Supreme Court's findings and provides how and when the USACE should apply the "significant nexus" test in its jurisdictional determinations. This test determines whether a waterway is substantially connected to a Traditional Navigable Water tributary and thus falls within the USACE's jurisdiction. The guidance provides the factors and summarizes the significant nexus test as an assessment of "the flow characteristics and functions of the tributary itself and the functions performed by all wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical, and biological integrity of downstream

traditional navigable waters." Flow characteristics include the volume, duration, and frequency of the flow. Additionally, ecological factors should be included, such as the shared hydrological and biological characteristics between a tributary and an adjacent wetland.

Section 401 of the Clean Water Act

The State Water Resources Control Board (SWRCB) has authority over wetlands through Section 401 of the CWA, as well as the Porter–Cologne Act, California Code of Regulations Section 3831(k), and California Wetlands Conservation Policy. The CWA requires that an applicant for a Section 404 permit (to discharge dredge or fill material into waters of the United States) first obtain certification from the appropriate state agency stating that the fill is consistent with the state's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by the State Water Resources Control Board to the nine regional boards. The Los Angeles Regional Water Quality Control Board (LARWQCB) has authority for Section 401 compliance in the project area. A request for certification is submitted to the regional board at the same time that an application is filed with the USACE.

State

California Endangered Species Act

CDFW administers the California Endangered Species Act (CESA), which prohibits the take of plant and animal species designated by the Fish and Game Commission as endangered or threatened in California. Under CESA Section 86, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA Section 2053 stipulates that state agencies may not approve projects that will "jeopardize the continued existence of any endangered species or threatened species, or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy."

CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the Commission as rare on or before February 1, 1985, is a threatened species." A candidate species is defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the Commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list." CESA does not list invertebrate species.

California Fish and Game Code Sections 3503, 3511, 3513, 3801, 4700, 5050, and 5515

Section 2081(b) and (c) of the California Fish and Game Code authorizes take of endangered, threatened, or candidate species if take is incidental to otherwise lawful activity and if specific criteria are met. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed species that are also state-listed species. In certain circumstances, Section 2080.1 of CESA allows CDFW to adopt a federal incidental take statement or a 10(a) permit as its own, based on its findings that the federal permit adequately protects the species and is consistent with state law. A Section 2081(b) permit may not authorize the take of "fully

protected" species or "specified birds" (California Fish and Game Code Sections 3505, 3511, 4700, 5050, 5515, and 5517). If a project is planned in an area where a fully protected species or a specified bird occurs, an applicant must design the project to avoid take.

California Fish and Game Code, Sections 1600–1616

California Fish and Game Code, Sections 1600–1616, mandates that "it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity." Under California Fish and Game Code, Sections 1600–1616, the CDFW has the authority to regulate work that will substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake. The CDFW also has the authority to regulate work that will deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. This regulation takes the form of a requirement for a Lake or Streambed Alteration Agreement and is applicable to all projects. Applications to the CDFW must include a complete certified document pursuant to the California Environmental Quality Act (CEQA).

California Environmental Quality Act

CEQA requires identification of a project's potentially significant impacts on biological resources and ways that such impacts can be avoided, minimized, or mitigated. CEQA also provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts.

The CEQA Guidelines define endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors" (14 CCR 15380[b][1]). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing as defined further in CEQA Guidelines Section 15380(c).

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 CCR 15000 et seq.) requires an evaluation of impacts to "any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS."

Local

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of biological resources are identified below.

Title 22- Planning and Zoning

Chapter 22.104- Hillside Management Areas, was established to ensure that development preserves and enhances the physical integrity, biological resources, and scenic value of Hillside Management Areas

(HMAs), to provide open space, and to be compatible with and enhance community character. These goals are to be accomplished by: (1) locating development outside of HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. In locating building pads, public safety, and biological resource protection shall have priority over scenic resource preservation. The HMA Ordinance and Hillside Design Guidelines (Title 22- Appendix I, Hillside Design Guidelines) implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25 percent or greater natural slopes. The Hillside Design Guidelines are required for development in HMAs, unless exempted under the provisions of the ordinance. A Sensitive Hillside Design Measures Checklist is used by applicants to determine whether the Hillside Design Guidelines would be applicable. Appendix I, Hillside Design Guidelines, of the HMA Ordinance and Hillside Design Guidelines, encourages retention and incorporation of 50 percent or more of existing onsite trees and woodlands (particularly native and drought-tolerant species, and oak woodlands) into a Project's landscaping plan.

Chapter 22.126- Tree Planting Requirements, establishes a project's tree planting requirements to provide environmental benefits. Trees planted pursuant to this Chapter will reduce greenhouse gases by absorbing carbon dioxide, reduce water pollution by retaining storm water onsite, and reduce the urban heat island effect by shading impervious surfaces. This Chapter applies to any project that includes a "new principal use building", additions to buildings where at least 50% of the new floor area is added, and new surface parking lots. The Chapter sets forth minimum tree planting requirements for number of trees, species, size, and location.

Chapter 22.174- Oak Tree Permits, was established: (a) to recognize oak trees as significant historical, aesthetic, and ecological resources, and as one of the most picturesque trees in Los Angeles County, lending beauty and charm to the natural and manmade landscape, enhancing the value of property, and the character of the communities in which they exist; and (b) to create favorable conditions for the preservation and propagation of this unique, threatened plant heritage, particularly those trees which may be classified as heritage oak trees, for the benefit of current and future residents of the County. It is the intent of the Oak Tree Permit to maintain and enhance the general health, safety and welfare by assisting in counteracting air pollution and in minimizing soil erosion and other related environmental damage. The County requires permits prior to removing or damaging oaks unless subject to exemptions (e.g., emergency, utility maintenance, tree maintenance, and for trees planted in road rights-of-way to maintain line-of-site or to relocate trees causing damage to roadway improvements). Otherwise, in unincorporated areas, native oak trees that are at least eight inches in diameter (or, for trees with multiple trunks with a combined diameter measuring at least 12 inches) at 4.5 feet above grade, shall not be cut, destroyed, removed, relocated, or damaged, unless an oak tree permit is first obtained as provided in the ordinance. The ordinance also extends to include encroachment with the protected zone of such trees. The "protected zone," is that area within the dripline of an oak tree and extending therefrom to a point at least 5 feet outside the dripline, or 15 feet from the trunks of a tree, whichever distance is greater.

Chapter 22.102- Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles County with irreplaceable biological resources. The SEA Program objective is to conserve genetic and physical diversity within Los Angeles County by designating biological resource areas that are capable of sustaining themselves into the future. The SEA also protects native trees and provides a list of the protected species and the size of the diameter of the trunk that triggers protection. The SEA Ordinance establishes the permitting, design standards, and review process for development within SEAs, balancing preservation

of the County's natural biodiversity with private property rights. A discretionary SEA Conditional Use Permit application is required for development that cannot demonstrate compliance with Section 22.102.070 (Protected Tree Permit), or Sections 22.102.090 (SEA Development Standards) and 22.102.100 (Natural Open Space Preservation).

Appendix J- Grading, sets forth requirements for measures that must be implemented during grading activities when a project is subject to a grading permit. If a project would conduct grading on or before October 1, the applicant must prepare an Erosion and Sediment Control Plan (ESCP), which must include specific best management practices to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants.

Los Angeles County 2035 General Plan

The General Plan includes guiding principles, which inform the County's goals, policies, and implementation actions. The following goals and polices are relevant to the proposed Project and applicable to biological resources (County of Los Angeles 2015):

Goal C/NR 1: Open space areas that meet the diverse needs of Los Angeles County.

Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate.

Goal C/NR 2: Effective collaboration in open space resource preservation.

Policy C/NR 2.2: Encourage the development of multi-benefit dedicated open spaces.

Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.

Existing Community Based Plans and Specific Plans

The East Los Angeles 3rd Street Specific Plan, Florence-Firestone Transit Oriented District Specific Plan, Connect Southwest LA Specific Plan, and Florence-Firestone Community Plan, do not contain any policies or goals that address biological resources.

Los Angeles County Oak Woodlands

In response to regulations enacted by the State of California (California Public Resources Code, Section 21083.4), the County adopted the Los Angeles County Oak Woodlands Conservation Management Plan (Plan) (August 23, 2011; County of Los Angeles 2011) and drafted the Oak Woodlands Conservation Management Plan Guide (Guide) (March 18, 2014; County of Los Angeles 2014) as an implementing document for the Plan. The purpose of the regulations and the adopted Oak Woodlands Conservation Management Plan is to determine whether the development of a proposed project "may result in a conversion of oak woodlands that will have a significant effect on the environment" (County of Los Angeles 2011). Should a proposed project result in loss of oak woodlands, the County requires measures consistent with County code to offset the losses.

4.4.1.2 Existing Environmental Conditions

The Project area is within the highly urbanized Los Angeles Basin with residential and industrial land uses dominating the landscape. The communities have been developed for almost 100 years, and the development has removed the natural vegetation, soils, and hydrology that most native plant and wildlife species are dependent on. Vegetation is primarily limited to ornamental vegetation associated with development and parks, and ruderal species[1]. Stormwater is conveyed through the areas via underground stormwater systems and open concrete channels, including the Los Angeles River and Compton Creek. There are no County-designated Significant Ecological Areas within the Project area.

Resident native wildlife that occurs in the communities are primarily common urban adapted species, such as western fence lizard (*Sceloporus occidentalis*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), Allen's hummingbird (*Selasphorus sasin*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), Virginia opossum (*Didelphis virginiana*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Numerous other bird species are expected to pass through during migration and numerous bat species may forage overhead, with there being some potential for bat roosts in manmade structures (e.g., bridges and dilapidated buildings). Non-native wildlife species are more abundant within the communities, and include rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), and black rat (*Rattus rattus*).

4.4.2 Environmental Impacts

4.4.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following data sources were reviewed to assist with the assessment of biological resources:

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2022a)
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2022a)
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2022)

[1] Ruderal vegetation is vegetation that is often composed of invasive species, whether exotic or native, that have expanded in extent and abundance due to human disturbances (Faber-Langendoen et al. 2014).

- Calflora's What Grows Here database (Calflora 2022)
- CDFW Biogeographic Information and Observation System (CDFW 2022b)
- CDFW California Sensitive Natural Communities list (CDFW 2021)
- USFWS National Wetlands Inventory (NWI) data (USFWS 2022b)
- National Hydrography Dataset and Watershed Boundary Dataset (USGS 2022)
- County of Los Angeles GIS data portal (County of Los Angeles 2022)
- Google Earth, desktop application (Google Earth 2022)
- Historical Aerials, online viewer (Nationwide Environmental Title Research 2022)

The CNDDB query include the Metro Planning Area and a 5-mile buffer. The CNPS Inventory were queried based on the U.S. Geological Survey (USGS) quadrangles that contain the Metro Planning Area (Inglewood, South Gate, and Los Angeles. The IPaC query was based on the boundaries of the Metro Planning Area. Appendix D of this Recirculated Draft PEIR includes the results of the queries of the CNDDB, CNPS Inventory, and IPaC.

For each special-status plant species known to occur in the vicinity of or within the study area, a determination was made regarding the potential for the species to occur within the study area based on site-specific information gathered during the field reconnaissance, such as the location of the site, vegetation communities and soils present, current site conditions, and each species' known range, habitat associations, preferred soil substrate, life form, elevation, and blooming period. For each special-status wildlife species listed, a determination was made regarding potential use within the study area based on site-specific information gathered during the field reconnaissance, such as the location of the site, vegetation communities and soils present, current site conditions, and each species' known range, habitat preferences, and knowledge of the species' relative distributions in the area.

4.4.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to biological resources are listed below. A project may have a significant impact if it would:

Threshold 4.4-1: 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).

Threshold 4.4-2: Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.

Threshold 4.4-3: 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.

Threshold 4.4-4: 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.

Threshold 4.4-5: 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.).

Threshold 4.4-6: Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3).

Threshold 4.4-7: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

4.4.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use - The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[2] An aerial review indicates that a small number of parcels (approximately less than 5) are currently vacant and each of these is isolated from open space and less than one acre in size. The proposed rezoning is illustrated in Figures 3-1a,3-1b, and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence. It is projected that approximately 106 parcels in the Project area may develop ACUs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program

[2] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

would adopt two conceptual zones—Life Sciences Park (LSP) and Artisan Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, as illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data, conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development. A small number of candidate parcels (less than 10) are currently vacant or partially vacant and each of these is isolated (i.e., there are no open space areas of 50 acres or more within 1 mile of the parcel).

The Metro Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Similarly, the Industrial Program only identifies candidate parcels that already support industrial development and/or are zoned/designated for industrial use. Development facilitated by the Project would predominantly consist of "infill"[3] development within previously disturbed and/or developed parcels. However, the Project's proposed land use changes and programs could affect some fully or partially undeveloped parcels that could support biological resources.

The Metro Area Plan's areawide policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of biological resources listed in Section 4.4.1.1 above.

Area Wide Goals and Policies

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Policy M 1.1 Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations. Use amenities such as street trees, comfortable furnishings,

[3] Pursuant to CEQA Guidelines Section 15191(e) an "'[i]nfill site' means a site in an urbanized area that meets one of the following criteria: (1) The site has been previously developed for qualified urban uses; or (2) The site has not been developed for qualified urban uses but all immediately adjacent parcels are developed with existing qualified urban uses; or (3) The site has not been developed for qualified urban uses, no parcel within the site has been created within the past 10 years, and the site is situated so that: (A) at least 75% of the perimeter of the site is adjacent to parcels that are developed with existing qualified urban uses at the time the lead agency receives an application for an approval; and (B) the remaining 25% of the perimeter of the site adjoins parcels that had been previously developed for qualified urban uses."

weather protection, public art, or other methods to improve aesthetics while maximizing visibility.

Policy M 2.1 Pedestrian Connections. Increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of 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. (Refer to Complete Streets and Active Transportation Design policies in the Mobility Element of the General Plan for more information).

Policy M 2.2 Street Trees. Expand the use of street trees and lighting to provide an inviting walking environment and shade, especially along major corridors.

Policy S/CR 3.1 Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy S/CR 3.2 Urban Greening. Implement greening through County projects, such as new and upgraded parks, vegetation, and green roofs and walls on public facilities.

Policy S/CR 3.3 Improved Shade. Increase shade through trees and shade structures, especially around transit stops and along pedestrian and bike pathways.

Policy S/CR 3.4 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Policy S/CR 3.5 Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Policy TOD 2.8 Sustainable Greening. Require private development to improve overall greening through installation of street trees and public realm landscaping that support shade and climate resiliency.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of biological resources.

4.4.2.4 Impact Analysis

Threshold 4.4-1 Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or

regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

The CEQA Guidelines define endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors" (14 CCR 15380[b][1]). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing as defined further in CEQA Guidelines Section 15380(c).

Relevant databases that contain information on candidate, sensitive, and/or special status species include: the CNDDB (CDFW 2022a); the CNPS Inventory of Rare and Endangered Plants (CNPS 2022); and the (USFWS IPaC Database (USFWS 2022a). The results of these queries included 26 special status plant species and 22 special status wildlife species have recorded occurrences in the Project area. No critical habitat has been designated that contains the Project area or adjacent areas (USFWS 2022a).

Special Status Plants

Table 4.4-1 summarizes the regulatory status, natural history, and the results of assessment of occurrence for the 26 special-status plants with records in the Project area and/or within five miles of the Project area. No species have known extant occurrences in the Project area. This is primarily due to the developed nature of the Project area and the lack of associated suitable primary habitats. However, two special status species (lucky morning glory [*Calystegia felix*] and southern tarplant [*Centromadia parryi* ssp. *Australis*]) have a low to moderate potential to occur within the Project area. Lucky morning glory was discovered within irrigated landscapes in neighboring Riverside County to the south, although there are no wild occurrences of the species known, and it is not recorded within the Project area. Southern tarplant (*Centromadia parryi* ssp. *australis*), is recorded within the West Rancho Dominquez-Victoria portion of the Project area, however, current aerial imagery shows that the parcels previously supporting these reported occurrences have been developed (Google Earth 2022).

Due to the developed nature of the Project area, the primary habitats associated with southern tarplant are not present. In addition, lucky morning glory is not recorded within the Project area, or elsewhere within the County. However, these species are known to occur in disturbed and/or irrigated areas, and there is still a low to moderate potential for certain protected plant species to be present within the Project area. Southern tarplant is known to inhabit disturbed areas that have been formerly developed. As such, future development under the Project may result in adverse effects on a plant species that is identified as a sensitive or special status species. As such, future development facilitated by the Project may impact special status plant species, which would be considered potentially significant.

Mitigation Measure (MM) BIO-1 would require that the County determine whether a proposed future project would construct upon fully or partially undeveloped areas that could support southern tarplant and/or lucky morning glory. A habitat assessment must be prepared and surveys for the species conducted if suitable habitat is present. If either of the two species are present, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts, and may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the

continued existence of the species within the County. Further, as part of the future project-level environmental review process, the County biologist would be consulted (as needed) to examine potential impacts to biological resources and oversee implementation of the studies and mitigation to reduce impacts. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.4-1, impacts to protected plant species would be significant and unavoidable.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Arenaria paludicola	marsh sandwort	FE/SE/1 B.1	Marshes and swamps (freshwater or brackish); sandy, openings/perennial stoloniferous herb/ May–August/10–560	Not expected to occur. There is 1 record from 1900 that is within 5 miles of the Project that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Astragalus tener var. *titi*	coastal dunes milk-vetch	FE/SE/1 B.1	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie (mesic); often vernally mesic areas/annual herb/March–May/ 3–165	Not expected to occur. The 1 CNDDB record for this species is from 1903 and is considered possibly extirpated (CDFW 2022a). The record location has a one-mile accuracy and the circle that overlaps the West Athens-Westmont portion of the Project area. The area within the one-mile location circle is developed (Google Earth 2022), and the species should be considered extirpated. Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Atriplex coulteri	Coulter's saltbush	None/None/ 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; alkaline or clay/perennial herb/ March–October/ 10–1,505	Not expected to occur. The 1 CNDDB record for this species is from 1902 and is considered extirpated (CDFW 2022a). The record location has a one-mile accuracy and the circle that overlaps the West Athens-Westmont portion of the Project area. The area within the one-mile location circle is developed (Google Earth 2022), and the species should be considered extirpated. Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Atriplex parishii	Parish's brittlescale	None/None/ 1B.1	Chenopod scrub, Playas, Vernal pools; alkaline/annual herb/ June–October/ 82–6,230	Not expected to occur. There is 1 record within 5 miles of the Project that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Atriplex serenana var. *davidsonii*	Davidson's saltscale	None/None/ 1B.2	Coastal bluff scrub, Coastal scrub; alkaline/annual herb/ April–October/ 33–655	Not expected to occur. The CNPS has identified potential for the species in the vicinity of the Project area based upon records of the species from 1893 south of the Project area and from 1902 north of the Project area (CNPS 2022, Calflora 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Berberis nevinii	Nevin's barberry	FE/SE/1 B.1	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; sandy or gravelly/ perennial evergreen shrub/(February) March–June/230–2,705	Not expected to occur. There is 1 record within 5 miles of the Project that is considered extant and occurs within an undeveloped area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Calochortus catalinae	Catalina mariposa lily	None/None/ 4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/ perennial bulbiferous herb/(February) March–June/ 49–2,295	Not expected to occur. The CNPS has identified potential for the species in the vicinity of the Project area based upon records south and north of the Project area (CNPS 2022, Calflora 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Calochortus plummerae	Plummer's mariposa lily	None/None/ 4.2	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; granitic, rocky/perennial bulbiferous herb/ May–July/328–5,575	Not expected to occur. The CNPS has identified potential for the species in the vicinity of the Project area based upon records south and north of the Project area (CNPS 2022, Calflora 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Calystegia felix	lucky morning-glory	None/None/ 1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Historically associated with wetland and marshy places, but possibly in drier situations as well. Possibly silty loam and alkaline/ annual rhizomatous herb/March–September/98–705	Low potential to occur. There are 2 records from 1899 and 1902 within 5 miles of the Project area that are considered presumed extant (CDFW 2022a). The 1-mile accuracy limit of each is fully developed (Google Earth 2022), and the species should be considered extirpated. Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present. However, the species is known to occur in irrigated landscapes in Riverside County and there is a low potential that the species could be discovered in the Project area.
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3	Coastal bluff scrub, Cismontane woodland, Coastal dunes, Coastal scrub, Valley and foothill grassland; sandy or clay/annual herb/March–May (June)/0–985	Not expected to occur. The CNPS has identified potential for the species in the vicinity of the Project area based upon records west and north of the Project area (CNPS 2022, Calflora 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Centromadia parryi ssp. *australis*	southern tarplant	None/None/ 1B.1	Marshes and swamps (margins), Valley and foothill grassland (vernally mesic), Vernal pools, disturbed habitats/ annual herb/May–November/0–1,570	Moderate potential to occur. There is one record from 2011 of the species in the West Rancho Dominquez-Victoria portion of the Project area on APNs 6132043073 and 6132043074 (CDFW 2022a); however, current aerial imagery shows that the parcels have been developed (Google Earth 2022). There is one extant record for a stretch of the Dominguez Channel southwest of West Rancho Dominquez-Victoria, but it is outside of the Project area (CDFW 2022a). Another record that CDFW considers extant has a 1-mile accuracy limit that intersects with Florence-Firestone; however, the record is from 1930 and the area is fully developed (CDFW 2022a, Google Earth 2022). This is also true for another record that CDFW considers extant that has a 1-mile accuracy limit within 5 miles to the north-northwest of West Athens-Westmont (CDFW 2022). One last record east of West Athens-Westmont is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present. However, the species is known to occur in disturbed areas that were previously developed.
Chloropyron maritimum ssp. *maritimum*	salt marsh bird's-beak	FE/SE/1 B.2	Coastal dunes, Marshes and swamps (coastal salt)/annual herb (hemiparasitic)/ May–October (November)/0–100	Not expected to occur. There is 1 record from 1901 within 5 miles of the Project area that is considered possibly extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Dudleya multicaulis	many-stemmed dudleya	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland; often clay/perennial herb/April–July/ 49–2,590	Not expected to occur. There is 1 record within 5 miles of the Project area in undeveloped lands in the Whittier Hills (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE/SE/1B.1	Coastal scrub, Valley and foothill grassland, Vernal pools; mesic/ annual/ perennial herb/April–June/66–2,030	Not expected to occur. There is 1 record from 1901 that is within 5 miles to the west of West Athens-Westmont that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	None/None/1A	Marshes and swamps (coastal salt and freshwater)/perennial rhizomatous herb/ August–October/ 33–5,000	Not expected to occur. There is 1 record from 1891 and 2 from 1901 within 5 miles of the Project area (CDFW 2022a). This species is considered to be extinct (CDFW 2022a), and marshes and swamps are not present in the Project Area.
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/ 1B.1	Chaparral (maritime), Cismontane woodland, Coastal scrub; sandy or gravelly/perennial herb/February–July (September)/ 230–2,655	Not expected to occur. There is 1 record from 1902 that is within 5 miles that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/ 1B.1	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/February–June/ 3–4,000	Not expected to occur. There are 2 records within 5 miles of the Project area, and both are considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/ 4.3	Chaparral, Coastal scrub/annual herb/ January–July/3–2,900	Not expected to occur. The CNPS has identified potential for the species in the vicinity of the Project area based upon records north of the Project area (CNPS 2022, Calflora 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Nasturtium gambelii	Gambel's water cress	FE/ST/1 B.1	Marshes and swamps (freshwater or brackish)/perennial rhizomatous herb/ April–October/ 16–1,080	Not expected to occur. There is 1 record from 1904 that is within 5 miles that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Navarretia fossalis	spreading navarretia	FT/None /1B.1	Chenopod scrub, Marshes and swamps (assorted shallow freshwater), Playas, Vernal pools/annual herb/April–June/ 98–2,145	Not expected to occur. There is a 1906 record within 5 miles to the west of West Athens-Westmont that is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Navarretia prostrata	prostrate vernal pool navarretia	None/None/ 1B.2	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/ annual herb/April–July/10–3,965	Not expected to occur. There are two record from 1882 and 1963 that CDFW considers possibly extirpated (CDFW 2022). The records have 1-mile accuracy limits that encompass areas that intersect the Project area (CDFW 2022a). The records 1-mile limits are fully developed (Google Earth 2022). Three other records within 5 miles are considered extirpated or possibly extirpated and are within fully developed areas (CDFW 2022a; Google Earth 2022). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status[1] (Federal /State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur[2]
Orcuttia californica	California Orcutt grass	FE/SE/1 B.1	Vernal pools/annual herb/April–August/ 49–2,165	Not expected to occur. There are 3 records within 5 miles of the Project area that CDFW considers extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Phacelia stellaris	Brand's star phacelia	None/No ne/ 1B.1	Coastal dunes, Coastal scrub/annual herb/ March–June/3–1,310	Not expected to occur. There is 1 record from 1923 that is within 5 miles of the Project area that CDFW considers possibly extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Ribes divaricatum var. *parishii*	Parish's gooseberry	None/No ne/1A	Riparian woodland/ perennial deciduous shrub/February–April/ 213–985	Not expected to occur. Three are 3 records from within 5 miles of the Project area (CDFW 2022a). This species is considered to be extinct (CDFW 2022a), and riparian woodland is not present in the Project area.
Symphyotrichum defoliatum	San Bernardino aster	None/No ne/ 1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadows and seeps, Marshes and swamps, Valley and foothill grassland (vernally mesic); near ditches, streams, springs/perennial rhizomatous herb/ July–November (December)/7–6,690	Not expected to occur. There are 2 records of the species from 1904 and 1930 from within 5 miles of the Project area that are considered to be extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.
Symphyotrichum greatae	Greata's aster	None/No ne/ 1B.3	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian woodland; mesic/perennial rhizomatous herb/ June–October/ 984–6,590	Not expected to occur. There are 2 records of the species from 1902 and 1932 from within 5 miles of the Project area that are considered to be possibly extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), the primary habitats associated with the species are not present.

Notes:

[1] Status Abbreviations

Note: Extirpation noted in CNDDB records is only relevant to that particular recorded incidence, not necessarily to all possible occurrences in the region. In other words, extirpation of the recorded incidence is only suggestive rather than conclusive that the species may not be present in the region.
Federal and State Statuses
FE: Federally considered endangered
FT: Federally considered threatened
SE: State considered endangered
CRPR: California Rare Plant Rank
CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
CRPR 2A: Plants presumed extirpated in California but common elsewhere
CRPR 2B: Plants rare, threatened, or endangered in California but more common elsewhere
CRPR 4: Watch List: Plants of limited distribution
.1 – Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)
.2 – Moderately threatened in California (20%–80% of occurrences threatened/moderate degree and immediacy of threat)
.3 – Not very threatened in California (less than 20% of occurrences threatened/low degree and immediacy of threat).
See Appendix D for more details.

Special Status Wildlife

Table 4.4-2 summarizes the regulatory status, natural history, and the results of assessment of occurrence for the 31 special-status wildlife species with records in the Project area and/or within 5 miles of the Project area. None of the species are expected as residents (invertebrates, amphibians, reptiles, and most mammals) or during breeding (birds and bats) in the Project area due to the absence of suitable associated habitats. It is expected that special-status birds may pass through the Project area during migration and foraging, but nesting habitat for these species are not present. In the Project area, common bat species may roost as individuals or in colonies in artificial structures (i.e., bridges and abandoned buildings) and individuals may also roost in trees. Many bat species are expected to forage in the area. Adults of some special-status bats may roost in trees, but would be expected to relocate from the tree should tree removal be necessary. Maternity roosts of groups of special-status bats are not expected to be impacted since the Project area does not support natural habitats that these species are typically associated with (e.g., caves and rocky cliff faces) and the Metro Area Plan does not have goals or components that would impact the bridges, which provide the highest quality roosting habitat for bats. Therefore, the Metro Area Plan would not have a substantial adverse effect, either directly through habitat modifications or indirectly, on any wildlife species identified as a candidate, sensitive, or special status species, and impacts would be less than significant.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Invertebrates				
Bombus crotchii	Crotch bumble bee	None/None	Open grassland and scrub communities supporting suitable floral resources.	Low potential to occur. There are 5 records of the species from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present; however, the species may be transient in the area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Danaus plexippus pop. 1	Monarch - California overwintering population	None/None	Wind-protected tree groves with nectar sources and nearby water sources; very specific microclimate conditions, including dappled sunlight, high humidity, access to fresh water, and an absence of freezing temperatures or high winds; the majority of overwintering sites along the Pacific Coast are located within 1.5 miles of the Pacific Ocean	Low potential to occur (wintering). There are 2 records of the species from within 5 miles to the west of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat and microclimate conditions associated with the species are not present; however, the species is expected as a transient in the area.
Glaucopsyche lygdamus palosverdesensis	Palos Verdes blue butterfly	FE/None	Cool, fog-shrouded, seaward side of Palos Verdes Hills, Los Angeles County	Not expected to occur. This species' range is limited to the seaward side of Palos Verdes Hills.
Glyptostoma gabrielense	San Gabriel chestnut (snail)	None/None	Terrestrial; rocky hillsides under plant debris, in rock piles, wood rat nests, and spaces beneath logs, stumps, and boulders	Not expected to occur. There are 4 records of the species from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat and microclimate conditions associated with the species are not present.
Gonidea angulata	western ridged mussel	None/None	Primarily creeks and rivers and, less often, lakes; originally in most of state, now extirpated from Central and Southern California	Not expected to occur. There is 1 record of the species from within 5 miles of the Project area that is associated with the Los Angeles River and the species is considered extirpated from it (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat and microclimate conditions associated with the species are not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Habroscelimorpha gabbii	Western tidal-flat tiger beetle	None/None	Inhabits estuaries and mudflats along the coast of Southern California; Generally found on dark-colored mud in the lower zone; occasionally found on dry saline flats of estuaries	Not expected to occur. There is 1 record of the species from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat and microclimate conditions associated with the species are not present.
Rhaphiomidas terminatus terminatus	El Segundo flower-loving fly	None/None	Presumed extinct but recently discovered on Malaga Dunes, Los Angeles County	Not expected to occur. There is 1 record of the species from within 5 miles to the southwest of the Project area on the coast (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Amphibians				
Spea hammondii	western spadefoot	None/SSC	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley–foothill woodlands, pastures, and other agriculture	Not expected to occur. There are 2 records that overlap the Project area and 4 others within 5 miles of the Project area (CDFW 2022a). The record that overlaps Western Athens Westmont is from 1938 and is possibly extirpated (CDFW 2022a). This area is fully developed (Google Earth 2022), and habitat associated with the species is not present, so the species should be considered extirpated from the area. The record that overlaps is from 1963 and is considered possibly extirpated (CDFW 2022a). This area is fully developed (Google Earth 2022), and habitat associated with the species is not present, and the species should be considered extirpated from the area. The remaining records are from 1921 to 1958 within developed areas. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Reptiles				
Emys marmorata	southwestern pond turtle	None/SSC	Slow-moving permanent or intermittent streams, ponds, small lakes, and reservoirs with emergent basking sites; adjacent uplands used for nesting and during winter	Not expected to occur. There are 3 records of the species from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Anniella stebbinsi	southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	Not expected to occur. There is 1 record that overlap the Project area and 10 others within 5 miles of the Project area (CDFW 2022a). The record that Walnut Park is from 1939 and is considered extant by CDFW (2022a); however, the record was mapped non-specifically (CDFW 2022a), and the area is completely developed (Google Earth 2022), so the species should be considered extirpated from the area. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Arizona elegans occidentalis	California glossy snake	None/SSC	Commonly occurs in desert regions throughout southern California. Prefers open sandy areas with scattered brush. Also found in rocky areas.	Not expected to occur. There is 1 record of the species from within 5 miles of the Project area from 1889 (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Aspidoscelis tigris stejnegeri	coastal whiptail	None/SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.	Not expected to occur. There is 1 record of the species from within 5 miles of the Project area in undeveloped lands (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Phrynosoma blainvillii	Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats	Not expected to occur. There are 2 records that overlap the Project area and 5 others within 5 miles of the Project area (CDFW 2022a). The record that overlaps Walnut Park is from 1952 and is considered possibly extirpated (CDFW 2022a). This area is fully developed (Google Earth 2022), and habitat associated with the species is not present, so the species should be considered extirpated from the area. The record that overlaps East Los Angeles is from 1974 and is considered possibly extirpated (CDFW 2022a). This area is fully developed (Google Earth 2022), and habitat associated with the species is not present, so the species should be considered extirpated from the area. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Birds				
Agelaius tricolor (nesting colony)	tricolored blackbird	BCC/SSC, ST	Nests near freshwater, emergent wetland with cattails or tules, but also in Himalayan blackberry; forages in grasslands, woodland, and agriculture	Not expected to occur. There is 1 record from 1940 that is just south of West Athens Westmont (CDFW 2022a). The record states that species is possibly extirpated and that the area has been completely developed since 1940 (CDFW 2022a). As such, the species should be considered extirpated from the area. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Athene cunicularia (burrow sites & some wintering sites)	burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	Low potential to occur. There is one 1921 record with a 5-mile accuracy that is presumed extant and overlaps East Los Angeles and Florence Firestone (CDFW 2022a). The overlapped Project areas are fully developed (Google Earth 2022). There is also 1 record within 5 miles of the Project area in undeveloped lands (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), breeding and wintering habitat associated with the species is not present; however, the species may be transient in the area during migration.
Buteo swainsoni (nesting)	Swainson's hawk	BCC/ST	Nests in open woodland and savanna, riparian, and in isolated large trees; forages in nearby grasslands and agricultural areas such as wheat and alfalfa fields and pasture	Not expected to occur (nesting). There is 1 record within 5 miles of the Project area from 1880 (CDFW 2022a). Within Los Angeles County, the species is currently only known to nest in the Antelope Valley (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), breeding habitat associated with the species is not present; however, the species is expected to occur as a transient during migration.
Charadrius nivosus nivosus (nesting)	western snowy plover	FT, BCC/SSC	On coasts nests on sandy marine and estuarine shores; in the interior nests on sandy, barren or sparsely vegetated flats near saline or alkaline lakes, reservoirs, and ponds	Not expected to occur. There are no records from within 5 miles of the Project area. Due to the developed nature of the Project area (Google Earth 2022), breeding habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Coccyzus americanus occidentalis (nesting)	western yellow-billed cuckoo	FT, BCC/SE	Nests in dense, wide riparian woodlands and forest with well-developed understories	Not expected to occur. There is 1 record that overlaps the Project area and 4 others within 5 miles that are considered extirpated (CDFW 2022a). The Walnut Park record has a 1-mile accuracy, is from 1952, and is considered possibly extirpated (CDFW 2022a). The 1-mile accuracy area is fully developed (Google Earth 2022), and the species should be considered extirpated from the area. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Coturnicops noveboracensis	yellow rail	BCC/SSC	Nesting requires wet marsh/sedge meadows or coastal marshes with wet soil and shallow, standing water	Not expected to occur. There is 1 record from within 5 miles of the Project area of a recovered injured bird; however, there is no associated habitat at the record location (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Empidonax traillii extimus (nesting)	southwestern willow flycatcher	FE/SE	Nests in dense riparian habitats along streams, reservoirs, or wetlands; uses variety of riparian and shrubland habitats during migration	Not expected to occur. There are 2 records that overlap the Project area and 1 more within 5 miles. There is one 1894 record with a 5-mile accuracy that is presumed extant and overlaps East Los Angeles and Florence Firestone (CDFW 2022a). The overlapped Project areas are fully developed (Google Earth 2022), and the species should be considered extirpated from the area. There is one 1895 record with a 1-mile accuracy that is presumed extant and overlaps Walnut Park (CDFW 2022a). The overlapped Project areas are fully developed (Google Earth 2022), and the species should be considered extirpated from the area. Due to the developed nature of the Project area (Google Earth 2022), nesting habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Falco peregrinus anatum (nesting)	American peregrine falcon	FDL, BCC/FP, SDL	Nests on cliffs, buildings, and bridges; forages in wetlands, riparian, meadows, croplands, especially where waterfowl are present	Low potential to occur (nesting). There is 1 record within 5 miles of the Project area from 2005 (CDFW 2022a). The species has nesting occurrences in Los Angeles County associated with buildings (CDFW 2022a); however, there are few tall buildings in the Project area.
Icteria virens (nesting)	yellow-breasted chat	None/SSC	Nests and forages in dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush	Not expected to occur. There is 1 record from within 5 miles of the Project area within undeveloped lands (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), nesting habitat associated with the species is not present.
Polioptila californica californica	coastal California gnatcatcher	FT/SSC	Nests and forages in various sage scrub communities, often dominated by California sagebrush and buckwheat; generally avoids nesting in areas with a slope of greater than 40%; majority of nesting at less than 1,000 feet above mean sea level	Not expected to occur. There are 6 records from within 5 miles of the Project area (CDFW 2022a). Five of the records are considered extant and occur in undeveloped lands. Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Riparia riparia (nesting)	bank swallow	None/ST	Nests in riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with sandy soils; open country and water during migration	Not expected to occur. There is 1 record that overlaps the Project area and 1 within 5 miles (CDFW 2022a). The record that overlaps East Los Angeles has a 5-mile accuracy, is from 1894, and is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Vireo bellii pusillus (nesting)	least Bell's vireo	FE/SE	Nests and forages in low, dense riparian thickets along water or along dry parts of intermittent streams; forages in riparian and adjacent shrubland late in nesting season	Not expected to occur. There is 1 record that overlaps the Project area and 7 within 5 miles (CDFW 2022a). The record that overlaps Florence Firestone has a 1-mile accuracy, is from 1895, and is considered possibly extirpated (CDFW 2022a). The area within the 1-mile limit of the record is completely developed. Six of the remaining 7 records are possibly extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Mammals				
Eumops perotis californicus	western mastiff bat	None/SSC	Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland; roosts in crevices in rocky canyons and cliffs where the canyon or cliff is vertical or nearly vertical, trees, and tunnels	Low potential to occur. There is 1 record that overlaps the Project area and 4 others from within 5 miles (CDFW 2022a). The record that overlaps West Athens Westmont has a 1-mile accuracy, is from 1987, and is considered extant (CDFW 2022a). The area within the 1-mile limit of the record is completely developed (Google Earth 2022); however, trees could potentially be used to roost by individuals of the species.
Microtus californicus stephensi	south coast marsh vole	None/SSC	Tidal marshes	Not expected to occur. There are 2 records from within 5 miles of the Project area that is from 1957 and 1977 (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Nyctinomops femorosaccus	pocketed free-tailed bat	None/SSC	Pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases; roosts in high cliffs or rock outcrops with drop-offs, caverns, and buildings	Not expected to occur. There is 1 record from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present; however, transient individuals may roost within dilapidated buildings in the Project area.
Nyctinomops macrotis	big free-tailed bat	None/SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water	Not expected to occur. There is 1 record from within 5 miles of the Project area (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Perognathus longimembris pacificus	Pacific pocket mouse	FE/SSC	Fine-grained sandy substrates in open coastal strand, coastal dunes, and river alluvium	Not expected to occur. There is 1 record from within 5 miles of the Project area that is from 1938 and is considered extirpated (CDFW 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.
Taxidea taxus	American badger	None/SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	Not expected to occur. There is 1 record that overlaps the Project area (CDFW 2022a). The record that overlaps East Los Angeles and Florence Firestone has a 5-mile accuracy, is mapped as "Los Angeles", and is considered extant (CDFW 2022a). However, the areas of the Project area that are overlapped are completely developed (Google Earth 2022a). Due to the developed nature of the Project area (Google Earth 2022), habitat associated with the species is not present.

Notes:

[1] Status Abbreviations

Note: Extirpation noted in CNDDB records is only relevant to that particular recorded incidence, not necessarily to all possible occurrences in the region. In other words, extirpation of the recorded incidence is only suggestive rather than conclusive that the species may not be present in the region.

BCC: Bird Of Conservation Concern

FE: Federally considered endangered

FDL: Federal De-listed

FP: Fully Protected (by the State of California)
FT: Federally Threatened
SDL: State De-listed
SE: State Endangered
SSC: Species of Special Concern
ST: State Threatened
See Appendix D.

Threshold 4.4-2 Would the project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Sensitive natural communities are those that are vulnerable, at high risk, or very high risk of extinction or elimination due to restricted range, few populations or occurrences, steep declines, severe threats, or other factor (NatureServe 2022). CDFW has compiled a list of vegetation communities that the agency has deemed as sensitive in California (CDFW 2021). No sensitive natural communities have been recorded in the CNDDB within the queried Project area (CDFW 2022a). Therefore, the Project would have no impact on any sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS. As discussed previously, the Project area is developed with paved surfaces, buildings, and landscaped areas, with no native (including oak woodlands and riparian habitats) or naturalized vegetation communities present. All the historic riverine features in the Project area have been removed or converted to subterranean pipes or concrete channels. Therefore, the Metro Area Plan would have no impact on any sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS.

Threshold 4.4-3 Would the project 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?

Based on aerial imagery and NWI data, no state or federally protected wetlands occur in the Project area (Google Earth 2022, USFWS 2022b). All the historic riverine features in the Project area have been removed or converted to subterranean pipes or concrete channels. Therefore, there would be no potential for adverse changes to protected wetlands with implementation of the Metro Area Plan.

However, there are potential non-wetland jurisdictional waters within the Project area, which are limited to concrete channels (including the Los Angeles River and Compton Creek) and artificial ponds and lakes associated with parks, cemeteries, and golf courses (USFWS 2022b). Most of the water from rainfall flows across the impervious surfaces found within the Project area and enters the municipal stormwater system, including local concrete channels, that ultimately connects with the Los Angeles River and Pacific Ocean.

The Project would not involve the direct impacts to any federal or state protected non-wetland jurisdictional waters; however, future development projects that would be implemented in accordance with the Metro Area Plan have the potential to indirectly impact jurisdictional waters. For larger projects (greater than one acre), potential indirect impacts to waters during construction would be avoided by erosion-control measures that would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the Project. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document with the SWRCB in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES

No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of one acre or more of total land area. The required SWPPP will mandate the implementation of best management practices to reduce or eliminate construction-related pollutants in the runoff, including sediment. Further, as described in Section 4.10, Hydrology and Water Quality, all future new projects consisting of a disturbed, graded area less than one acre, an Erosion and Sediment Control Plan (ESCP) must be prepared, which must include specific best management practices to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants during the rainy season. Preparation and filing of the SWPPP or ESCP, as applicable, is required prior to issuance of a grading permit by Los Angeles County Public Works, and in accordance with County Code and Public Works' Grading Guidelines (Public Works 2017).

In summary, there would be no potential impacts to jurisdictional wetlands. Further, potential temporary impacts on state or federally protected non-wetland jurisdictional waters through direct removal, filling, hydrological interruption, or other means associated with the implementation of future projects would be less than significant due to required compliance with applicable regulations, and no mitigation would be required.

Threshold 4.4-4 Would the project 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?

Since there are no natural rivers or streams that may serve as habitat for native fish species in the Project area, the Project would not interfere with fish movement. The Project area is developed and surrounded by developed areas, and it does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages Analysis Project (South Coast Wildlands 2008) or California Essential Habitat Connectivity project (Spencer et al. 2010); therefore, the Project would not affect the movement of any native resident land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors.

Ornamental vegetation located within the Project area provides suitable nesting habitat for some urban-adapted bird species. Additionally, the Metro Area Plan includes policies and programs to support the provision of street trees, tree canopy, and urban greening, including Policies HW/EJ 2.1, M 1.1, M 2.1, M 2.2, S/CR 3.1, S/CR 3.2, 3.3, 3.4, and 3.5, and TOD 2.8 (included above in Section 4.4.2.3, Land Use Changes, Programs, and Policies), as well as Implementation Program 1, Freeway Cap Parks, that would study the feasibility of implementing urban park spaces above trenched freeways. Future development projects that would be implemented in accordance with the Metro Area Plan have the potential to remove landscaping trees, which could occur during nesting bird season. All development activities are subject to the requirement to protect nesting birds, in compliance with the MBTA and sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. Any future development projects that would be implemented in accordance with the Project area would be required to comply with the MBTA and sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during construction activities. This would generally involve clearing a project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at a construction site. Per the requirements of the MBTA, active nests and nesting birds must be protected from disturbance by construction activities, usually accomplished through buffers between nest sites and construction activities during nesting. Compliance with the MBTA would ensure that the implementation of future projects in accordance with the Metro

Area Plan would not interfere with the nesting of any native bird species. Therefore, the Metro Area Plan would not interfere substantially with established native or migratory wildlife movement, wildlife corridors, or impede the use of native wildlife nursery sites. With regulatory compliance, impacts would be less than significant, and no mitigation would be required.

Threshold 4.4-5 Would the project 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.)?

No sensitive habitats have been recorded in the CNDDB within the queried area (CDFW 2022). As discussed previously, the Project area is developed with paved surfaces, buildings, and landscaped areas, with no native or naturalized vegetation communities present. Areas with collection of trees are limited to parks, cemeteries, and landscaping for residential and business properties. The Metro Area Plan does not include modifications to existing parks or open space areas and therefore modifications are limited to oak trees that are part of landscaping or isolated trees on the few undeveloped properties in the Project area. These areas may have collections of oak trees that constitute an oak woodland, as defined in the Los Angeles County Oak Woodlands Conservation Management Plan. Therefore, future projects under the Metro Area Plan may result in the conversion of oak woodland. However, any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement, would ensure that any future impacts to protected trees would be less than significant, and no mitigation would be required.

Threshold 4.4-6 Would the project conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

No Wildflower Reserve Areas, Significant Ecological Areas, or Coastal Resource Areas are present in the Project area; therefore, the Project would have no impact on the protection of biological resources included within the purview of these local policies (County of Los Angeles 2022). The Specific Plans, and Community Standards Districts within the Metro Area Plan do not address policies or goals for natural resources due to the areas being highly developed and lacking natural open space areas. The Metro Area Plan includes policies and programs to support the provision of street trees, tree canopy, and urban greening, including Policies HW/EJ 2.1, M 1.1, M 2.1, M 2.2, S/CR 3.1, S/CR 3.2, 3.3, 3.4, and 3.5, and TOD 2.8 (included above in Section 4.4.2.3) and Program 1, Freeway Cap Parks, (mentioned above under Threshold 4.4-4). Therefore, the Metro Area Plan would not conflict with the implementation of these existing plans within the Project area.

Future development projects that would be implemented in accordance with the Metro Area Plan have the potential to remove landscaping trees, including protected trees. Any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including

potential tree replacement, would ensure that any future impacts to protected trees would be less than significant, and no mitigation would be required.

Threshold 4.4-7 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan)?

The Metro Planning Area is located in a highly urbanized area, and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area (CDFW 2019). Therefore, no conflict with a Habitat Conservation Plan or Natural Community Conservation Plan would occur with the Metro Area Plan.

4.4.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative biological resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.4-1. As shown in Tables 4.4-1 and 4.4-2, no federal or State listed species are expected to occur in the Project area, but one plant species considered sensitive or special status by natural resources regulatory agencies may occur in the Project area. Implementation of the Project would increase the population in the Project area by 108,390 additional residents by 2035, and future project development may lead to adverse modifications to habitat that could support the species that could occur in the Project area. Since the Project does not propose conversion of areas currently zoned as open space to expand development, these potential impacts are limited to a few currently undeveloped or partially undeveloped parcels where existing special-status plant species, if present, do not represent a substantial occurrence in the context of the overall species range and are not likely to have long-term viability under current urbanized conditions. Nevertheless, impacts to special status species in the Project area could occur, which would be a significant impact. As with the Project, all cumulative projects would be required to comply with all applicable regulations, including the Federal Endangered Specifies Act, California Endangered Species Act, California Fish and Game Code, and County Code. Although non-discretionary projects throughout the cumulative area would be subject to these regulations, their compliance would be difficult to enforce since they would not be subject to CEQA and no site-specific environmental assessments would be required. Further, planned future development within the County is anticipated to result in significant impacts to special status species. As such, there is a potential for the Project to contribute to cumulative impacts to protected plant species identified as a candidate, sensitive, or special status species, and the Project's contribution is anticipated to be cumulatively considerable.

Threshold 4.4-2. As stated above, the Project area is developed with paved surfaces, buildings, and landscaped areas, with no native (including oak woodlands and riparian habitats) or naturalized vegetation communities present. Therefore, the Project would not have a substantial adverse effect, either directly or indirectly, and the Project would not contribute to cumulative impacts.

Threshold 4.4-3. No protected wetlands are present and all the historic riverine features in the Project area have been removed or converted to subterranean pipes or concrete channels. The Project would not involve impacts to any protected wetlands. Therefore, the Project would not have a substantial adverse effect on wetlands and the Project would not contribute to cumulative impacts. Project impacts to other non-wetland jurisdictional features are possible, but would be subject to compliance with regulatory requirements, including permit from the USACE per section 404 of the CWA, Water Quality Certification from the RWQCB per section 401 of the CWA, and/or a Streambed Alteration Agreement per California Fish and Game Code (Sections 1600–1616). Therefore, the Project would not have a substantial adverse effect, either directly or indirectly, and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-4. The Project area is fully developed (including the Los Angeles River and Compton Creek) and surrounded by urban areas and is not expected to provide wildlife movement or corridors on a regional or local scale. Ornamental vegetation located within the Project area provides suitable nesting habitat for some urban-adapted bird species. Compliance with the MBTA would ensure that the implementation of future projects in accordance with the Metro Area Plan would not interfere with the nesting of any native bird species. Therefore, the Project's incremental contribution to impacts to established native or migratory wildlife movement, wildlife corridors, or impedance to the use of native wildlife nursery sites would not be cumulatively considerable.

Threshold 4.4-5. The Project area is developed with paved surfaces, buildings, and landscaped areas, with no native or naturalized vegetation communities present. However, some developed areas (e.g., landscaped areas and undeveloped lots) may have enough oak tree to constitute an oak woodland per the state definition. However, since future development would be required to comply with the Los Angeles County Oak Tree Ordinance reducing impacts to oak woodlands to less than significant. Therefore, Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-6. No Wildflower Reserve Areas, Significant Ecological Areas, or Coastal Resource Areas are present in the Project area; therefore, the Project would not contribute to cumulative impacts on the protection of biological resources included within the purview of these local policies (County of Los Angeles 2022). Compliance with the requirements of the Los Angeles County Oak Tree Ordinance for future development in the Project area and in the County ensure less than significant impacts and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-7. The Project area has no adopted Habitat Conservation Plans or Natural Community Conservation Plans within it. Therefore, the Metro Area Plan would not contribute to cumulative impacts to these natural resources management plans.

4.4.2.6 Mitigation Measures

MM-4.4-1 Special-Status Plant Species. During subsequent project-level environmental review, the County biologist, as appropriate, shall consider all relevant information available for the property (e.g. applicable database search, site visit, and/or existing biological report) to determine potential project impacts to special-status plant species. If there is potential for special-status plants to be impacted by proposed project activities, the County biologist shall require applicants for new projects to submit a survey report for special-status plant species to County Planning for review and approval. The assessment shall be prepared by a qualified biologist and must include all required information specified by the County biologist at the time of the request. If the survey determines that plant will be impacted by proposed project activities, the County shall require

applicants to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the continued existence of the species within the County.

4.4.2.7 Level of Significance After Mitigation

Threshold 4.4-1. Even with implementation of MM-4.4-1, the Project would have the potential to result in a substantial adverse effect indirectly through habitat modifications on plant species identified as a sensitive or special status species and impacts would be **significant and unavoidable**.

Threshold 4.4-2 The Metro Area Plan would have **no impacts** on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.

Threshold 4.4-3 The Metro Area Plan would have **no impacts** on State or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.), but would have the potential to indirectly impact jurisdictional non-wetland waters through construction activities, and impacts would be **less than significant**.

Threshold 4.4-4 The Metro Area 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 and impacts would be **less than significant**.

Threshold 4.4-5 The Metro Area Plan may impact 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); however, any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance, which includes potential tree replacement, and impacts would be **less than significant**.

Threshold 4.4-6 The Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be **less than significant**.

Threshold 4.4-7 The Project would have **no impact** regarding conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

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4.5 Cultural Resources

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on cultural resources, including historic built environment, archaeological, and paleontological resources, in the Project area. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Paleontological resources include the fossilized remains of ancient life (generally greater than middle Holocene or 5,000 years old) and can be body fossils (teeth, bones, shell, and plant material) fossils or trace fossils (tracks and trackways, imprints, burrows, and coprolites). A discussion of the existing cultural resources in the unincorporated communities of the Metro Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. The analysis in this section is based, in part, upon cultural and paleontological resource records search results, background research, desktop and reconnaissance-level surveys, and information provided in the Metro Area Plan Historic Context Statement.

Appendix E-1 Identified Historic Built Environmental and Archaeological Resources

Appendix E-2 *Confidential* CHRIS Records Search (on file with the County as a confidential appendix and available for review by eligible individuals only)

Appendix E-3 *Confidential* Paleontological Records Search (on file with the County as a confidential appendix and available for review by eligible individuals only)

Other sources consulted are listed in Section 4.5.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.5.1 Environmental Setting

4.5.1.1 Regulatory Setting

Federal

National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the

NRHP. To be listed in or determined eligible for listing in the NRHP, a property must be demonstrated to possess integrity and to meet at least one of the following criteria (36 CFR, Section 60.4):

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That 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; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

"Integrity" is defined in the NRHP guidance How to Apply the National Register Criteria as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further states that properties must be completed at least 50 years ago to be considered for eligibility. Properties completed less than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

A historic property is defined as follows (36 CFR 800.16[i][1]):

> Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria.

State

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]). In 1992, the California Legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code, Section 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP and are enumerated below. According to California Public Resources Code, Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Health and Safety Code

The Health and Safety Code Section 7050.5 is intended to ensure that human remains are not knowingly mutilated or disinterred, wantonly disturbed, or willfully removed from any location other than a dedicated cemetery without authority of law. The codes specifically provide exception to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code. The code also provides protocols to be followed in the case of discovery or recognition of any human remains in any location other than a dedicated cemetery and stipulates the role of the coroner. Finally, the code provides the protocols to follow in the case the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American as well as the role of the Native American Heritage Commission.

California Public Resources Code

Public Resources Code (PRC) Section 5097.94 establishes the powers and duties bestowed on the Native American Heritage Commission (NAHC). As they relate to those powers and duties that apply to human remains, this code states that the NAHC has the responsibility to: identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands; make recommendations relative to Native American sacred places that are located on private lands; mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials; provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction; and assist interested landowners in developing agreements with appropriate Native American groups for treating or disposing, with appropriate dignity, of the human remains and any items associated with Native American burials.

PRC Section 5097.98 outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, Native American Heritage Commission (NAHC), the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made. The code defines the manner of "conferral" or "discuss and

confer" as "the meaningful and timely discussion and careful consideration of the views of each party, in a manner that is cognizant of all parties' cultural values, and where feasible, seeking agreement" and states that all parties involved "shall recognize the other's needs and concerns for confidentiality of information provided to the other."

PRC Section 5097.99 is intended to protect by prohibiting obtaining or possessing Native American artifacts or human remains taken from grave or cairn on or after January 1, 1984 and states that "any person who removes, without authority of law, any Native American artifacts or human remains from a Native American grave or cairn with an intent to sell or dissect or with malice or wantonness is guilty of a felony which is punishable by imprisonment in the state prison."

PRC Section 5097.991 establishes the policy of the state that Native American remains and associated grave artifacts shall be repatriated.

California Environmental Quality Act

Archaeological Resources. As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code, Section 21083.2(g), defines "unique archaeological resource."
- California Public Resources Code, Section 21084.1, and CEQA Guidelines, Section 15064.5(a), define "historical resources." In addition, CEQA Guidelines, Section 15064.5(b), defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of a historical resource.
- California Public Resources Code, Section 5097.98, and CEQA Guidelines, Section 15064.5(e), set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated cemetery.
- California Public Resources Code, Sections 21083.2(b) and (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).
- CEQA Section 15064.5 – This section outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, Native American Heritage Commission (NAHC), the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made.

Historical Resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "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" (14 CCR 15064.5[b][1]; California Public Resources Code, Section 5020.1[q]). In turn, CEQA Guidelines, Section 15064.5(b)(2), states that the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether the project would cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance would be materially impaired.

Secretary of the Interior's Standards for the Treatment of Historic Properties. Where a project has been determined to conform with the Standards, the project's impact on historical resources would be considered mitigated to below a level of significance and, thus, not significant (14 CCR 15126.4[b][1]). In most cases, a project that demonstrates conformance with the Secretary of the Interior's Standards is categorically exempt from CEQA (14 CCR 15331), as described in the CEQA Guidelines (14 CCR 15126.4[b][1]):

> Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

The Secretary of the Interior's Standards are a series of concepts focused on maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. They function as common-sense historic preservation principles that promote historic preservation best practices. There are four distinct approaches that may be applied to the treatment of historical resources:

- Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.

- Reconstruction recreates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation. The Guidelines provide general design and technical recommendations to assist in applying the Standards to a specific property. Together, the Standards and Guidelines provide a framework that guides important decisions concerning proposed changes to a historic property.

The following 10 Standards for Rehabilitation are used to determine if a project is in conformance with the Standards for a rehabilitation. To be in conformance, a project must be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American

Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.

Unique Archaeological Resources

If it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require that reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California Public Resources Code, Sections 21083.2[a], [b], and [c]).

California Public Resources Code, Section 21083.2(g), defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code, Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as Tribal cultural resource (California Public Resources Code, Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines, Section 15064.5, assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in California Public Resources Code, Section 5097.98.

Paleontological Resources

The CEQA Guidelines require that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to paleontological resources. Paleontological resources, which are limited, nonrenewable resources of scientific, cultural, and educational value, are recognized as part of the environment under these state guidelines. This study satisfies project requirements in accordance with CEQA (13 PRC [Public Resources Code], 21000 et seq.).

Paleontological resources are explicitly afforded protection by CEQA, specifically in Section VII(f) of CEQA Guidelines Appendix G, the "Environmental Checklist Form," which addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of signal importance – remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth.

In addition to CEQA, the California Public Resources Code Section 5097.5 (Stats 1965, c 1136, p. 2792) regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites.

Local

Los Angeles County Historic Preservation Program

Los Angeles County's Historic Preservation Program ("Program") is composed of the County's Historic Preservation Ordinance that establishes criteria and procedures for the designation, preservation and maintenance of landmarks and historic districts; and the County's Mills Act Historical Property Contract Program which provides property tax relief to owners of historic properties who are willing to restore and maintain their properties. The Program applies only to properties located in unincorporated areas of Los Angeles County.

Los Angeles County Historic Preservation Ordinance (No. 2015-0033)

On September 1, 2015, the Board of Supervisors recognized the importance of preserving the County's distinctive architectural and cultural history by adopting the Historic Preservation Ordinance (HPO) that:

- Specifies criteria and procedures for the designation of landmarks and historic districts.
- Specifies criteria and procedures for reviewing proposed work on designated landmarks or on property within historic districts.
- Establishes penalties for unauthorized work, including demolition, on landmarks or historic district contributors.
- Requires maintenance of landmarks and historic district contributors to prevent deterioration.
- Prohibits work, including demolition, on property nominated but not yet designated as a landmark or historic district.
- Encourages adaptive reuse of landmarks and historic district contributors by providing relief from parking requirements.
- Provides for the enhancement of historic districts by the establishment of development guidelines and standards, and by allowing streetscape improvements that are compatible with the areas historic character.

Criteria for Designation of Landmarks and Historic Districts (Title 22, Planning and Zoning [Zoning Code], Section 22.124.070 of the Los Angeles County Code [County Code]):

A. A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

    1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;

    2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;

    3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is

of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;

4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.

C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.

D. Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:

1. More than 50 percent of owners in the proposed district consent to the designation;
2. The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

Los Angeles County Register of Landmarks and Historic Districts

The Los Angeles County Register of Landmarks and Historic Districts (County Register) is the County's official list created to maintain an inventory of County designated landmarks and historic districts in the unincorporated area of the County. The County Register is maintained by the Historical Landmarks and Records Commission (Landmarks Commission) pursuant to the County's Historic Preservation Ordinance No. 2015-0033.

Nominations for designation of landmarks and historic districts come from private individuals and organizations or may originate with the Board of Supervisors or the Historical Landmarks and Records Commission.

The Landmarks Commission reviews each property (landmark and historic district) proposed for designation and makes a recommendation on its eligibility. The Regional Planning Commission also reviews proposed historic districts for consistency with the General Plan. Ultimately, the Board of Supervisors has authority to designate a listing on the County Register.

Los Angeles County Code

Section 2.22.30, Chief Medical Examiner-Coroner-Duties, explains duties of the chief medical examiner-coroner who must enforce the rules and regulations as prescribed and approved by the Board of Supervisors. The chief medical examiner-coroner must direct all physician functions within the department, and independently direct all post-mortem inquiries into the cause and manner of death that come within the coroner's jurisdiction. The chief medical examiner-coroner, within his or her discretion, must cooperate with law enforcement agencies and organ procurement organizations.

Los Angeles County 2035 General Plan

Chapter 9, the Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan, Section VIII. Historic, Cultural, and Paleontological Resources provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015): The following summarizes Goals and Policies specific to cultural and historical resources:

Goal C/NR 14 Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2 Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.3 Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.4 Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).

Policy C/NR 14.5 Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6 Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community Based Plans and Specific Plans

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The existing community and specific plans applicable to the Project area are listed and discussed in section of Chapter 2, Environmental Setting, of the Recirculated Draft PEIR, as well as Appendix E, Community Profiles, of the Metro Area Plan, which is itself provided as Appendix B of this Recirculated Draft PEIR. Brief summaries of the community and specific plans that contain goals and policies relevant to cultural and historical resources and, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

East Los Angeles 3rd Street Plan TOD Specific Plan. The East LA TOD Specific Plan includes various goals related to cultural and historical resources. In summary, these goals involve increasing public awareness of the history of

East Los Angeles through the display of public art, protecting historic and cultural resources from demolition and inappropriate alterations, and promoting the preservation of historic and cultural resources.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit-Oriented District (TOD) Specific Plan includes a guiding principle related to cultural and historical resources. This Specific Plan incentivizes community-supportive uses, promotes public art and murals, and requires large developments to construct publicly accessible open spaces or other community amenities. Preservation of historically and/or culturally important properties in Florence-Firestone, including the potential identification of a historic district, is also encouraged.

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan includes a goals and policies related to cultural and historical resources. In summary, for significant historical resources it would prioritize avoidance; reduce impacts through utilization of the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines of Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings for any proposed alterations; conduct archival documentation of as-found condition if impacts occur to significant historical resources as result of demolition or substantial alteration, For archaeological resources, the Willowbrook TOD Specific Plan would prioritize avoidance and preservation of archaeological resources that could be affected by ground disturbing activities and are found to be significant resources; this would be employed through project-specific study as necessary.

4.5.1.2 Existing Environmental Conditions

This cultural setting is written to provide a contextual understanding of how humans have inhabited and utilized the Project site throughout time. Because the physical vestiges of human behavior are often times buried and not all occurrence of activities have been documented or knowledge of them has been lost, understanding the manner in which humans lived within and surrounding the Project site is important to revealing areas where deposits of cultural materials may still exist. This setting is written with the understanding that Indigenous Peoples have lived for millennia and currently live within what is, for purposes of this document, considered the County of Los Angeles. The information presented in this section has been collected from documents provided by contemporary tribal representatives, various scholarly sources as well as biological and geographical datasets. The analysis for this section was conducted by employing both documented evidence and an understanding of how Indigenous Peoples lived within the natural landscape. Finally, it is important to acknowledge that tribal cultural resources are not limited to artifacts and include cultural landscapes which have been, and often continue to be, of economic and/or religious significance to Indigenous Peoples today.

Prehistoric Setting

Evidence for continuous human occupation in Southern California spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad period have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. However, given the direction of research and differential timing of archaeological study following intensive development in Riverside County, chronology building in the Inland Empire must rely on data from neighboring regions to fill the gaps. To be more inclusive, this research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (before 7500 BP), Archaic (10,000–1500 BP), and Late Prehistoric (1500 BP–AD 1769).

Paleoindian Period (before 7,500 years ago)

Evidence for Paleoindian occupation in the region is tenuous. Our knowledge of associated cultural pattern(s) is informed by a relatively sparse body of data that has been collected from within an area extending from coastal San Diego, through the Mojave Desert, and beyond. A very unique technology defined by fluted projectile points and a highly formal lithic tool kit with almost no processing equipment is often considered to be the earliest evidence of human adaptation to North America. Widely known as "Clovis," regional manifestations of this toolkit show important variability both in projectile point style and tool kit composition. Importantly, the attributes of "Clovis" are uncommon in California, with very few examples of the diagnostic, "fluted" Clovis point. There is however, a notable exception from Crystal Cove State Park in southern Orange County (Fitzgerald and Rondeau 2012). This, along with other potential attributes of Clovis culture along the California Coast remain undated, and most of the earliest well-dated sites from the region contain rather different archaeological assemblages (Erlandson et al. 2007).

While the earliest evidence for human activity in California comes from the Channel Islands, ca. 13,000 BP, it does not exhibit obvious cultural similarity with the Clovis phenomenon. However, in the southern Central Valley fluted Clovis points date from ca. 11,000–10,500 BP (Rogers and Yohe 2020). One of the earliest dated archaeological assemblages in coastal Southern California (excluding the Channel Islands) comes from CA-SDI-4669/W-12 in La Jolla, with human remains dating to ca. 9900–9050 BP (Bada et al. 1984). The burial is part of a larger site complex that contained more than 29 human burials associated with an assemblage that fits the Archaic profile (i.e., large amounts of ground stone, battered cobbles, and expedient flake tools) (Kennedy 1983). In contrast, typical Paleoindian assemblages include large-stemmed projectile points, high proportions of formal lithic tools, bifacial lithic reduction strategies, and relatively small proportions of ground stone tools. Prime examples of this pattern come from Naval Air Weapons Station China Lake near Ridgecrest (Davis 1978). These sites contained fluted and unfluted stemmed points and large numbers of formal flake tools (e.g., shaped scrapers, blades). Fluted points from CA-SBR-2355 and CA-SBR-2356, also in the Mojave Desert, are considered quite ancient (on the thickness of obsidian hydration rinds) and co-occur with a diverse assemblage that also contains stemmed points, typically attributed to the Lake Mojave archaeological culture. Other typical Paleoindian sites in the desert include the Komodo site (CA-MNO-679)—a multi-component fluted point site, and CA-MNO-680—a single component Great Basined Stemmed point site (Basgall 1987, 1988; Basgall et al. 2002). At CA-MNO-679 and -680, ground stone tools were rare while finely made projectile points were common.

Turning back to coastal Southern California, the fact that some of the earliest dated assemblages are dominated by processing tools runs counter to traditional image of Paleoindians as highly mobile big-game hunters. Evidence for the latter—that is, typical Paleoindian assemblages—may have been located along the coastal margin at one time, prior to glacial desiccation and a rapid rise in sea level during the early Holocene (before 7500 BP) that submerged as much as 16 kilometers of the San Diego coastline since people first arrived in California, ca. 13,000 years ago (ICF 2013). If this were true, however, it would also be expected that such sites would be located on older landforms near the current coastline. Some sites, such as CA-SDI-210 along Agua Hedionda Lagoon, contain stemmed points similar in form and age to Silver Lake and Lake Mojave projectile points from the high desert (Basgall and Hall 1993; Warren et al. 2004). However, sites of this nature are extremely rare; more typical are sites that contain large numbers of milling tools intermingled with older projectile point forms. Separating cultural components on the basis of artifact form and frequency is therefore difficult.

Warren et al. (2004) claim that a biface manufacturing tradition at the Harris site complex (CA-SDI-149) is representative of typical Paleoindian occupation in the San Diego region that possibly dates between ca. 11,200 and 8200 BP (on the basis of radiocarbon dates from the Harris site itself). Termed San Dieguito (also see Rogers 1945), assemblages at the Harris site are qualitatively distinct from most others in the San Diego region because

the site has large numbers of well-made bifaces (including projectile points), formal flake tools, a biface reduction trajectory, and relatively small amounts of processing tools (also see Warren 1964, 1968). Despite the unique assemblage composition, the definition of San Dieguito as a separate cultural tradition is hotly debated. Gallegos (1987, 2017) suggested that the San Dieguito pattern is simply the inland manifestation of a broader economic pattern. This interpretation of San Dieguito has been widely accepted in recent years, in part because of the difficulty in distinguishing San Dieguito components from other assemblage constituents. In other words, it is easier to ignore San Dieguito as a distinct socioeconomic pattern than it is to draw it out of mixed assemblages.

The large number of finished bifaces (i.e., projectile points and non-projectile blades), along with large numbers of formal flake tools at the Harris site complex, is very different than nearly all other assemblages throughout the San Diego region, regardless of age. Warren et al. (2004) made this point, tabulating basic assemblage constituents for key early Holocene sites. Producing finely made bifaces and formal flake tools implies that relatively large amounts of time were spent on tool manufacture. Such a strategy contrasts with the expedient flake-based tools and cobble-core reduction strategy that typifies the regional Archaic sites (see below). It can be inferred from the uniquely high degree of San Dieguito assemblage formality that the Harris site complex represents an economic strategy distinct from that represented by other roughly contemporaneous assemblages from throughout the region.

San Dieguito sites are rare in the inland valleys, with one possible candidate, CA-RIV-2798/H, located on the shore of Lake Elsinore. Excavations at Locus B at CA-RIV-2798/H produced a toolkit consisting predominately of flaked stone tools, including crescents, points, and bifaces, and lesser amounts of groundstone tools, among other items (Grenda 1997). A calibrated and reservoir-corrected radiocarbon date on a shell from this site points to an early occupation, ca. 8880–8525 BP. Grenda suggested this site represents seasonal exploitation of lacustrine resources and small game and resembles coastal San Dieguito assemblages and spatial patterning.

If the San Dieguito pattern truly represents a socioeconomic strategy distinct from the regional Archaic processing regime, its rarity implies that it was not only short-lived, but that it was not as economically successful as the Archaic strategy. Such a conclusion would fit with other trends in Southern California deserts, where hunting-related tools were replaced by processing tools during the early Holocene (Basgall and Hall 1990).

Archaic Period (10,000–1,500 years ago)

The more than 2,500-year overlap between the presumed age of Paleoindian occupations and the Archaic period highlights the difficulty in defining a cultural chronology in Southern California. If San Dieguito is the only recognized Paleoindian component in the coastal Southern California, then the dominance of hunting tools implies that it derives from Great Basin adaptive strategies and is not necessarily a local adaptation. Warren et al. (2004) admitted as much, citing strong desert connections with San Dieguito. Thus, the Archaic pattern is the earliest local socioeconomic adaptation in the region (see Hale 2001, 2009).

The Archaic pattern, which has also been termed the Millingstone Horizon (among other things), is relatively easy to define with assemblages that consist primarily of processing tools, such as millingstones, handstones, battered cobbles, heavy crude scrapers, incipient flake-based tools, and cobble-core reduction. These assemblages occur in all environments across the region with little variability in tool composition. Low assemblage variability over time and space among Archaic sites has been equated with cultural conservatism (Basgall and Hall 1990; Byrd and Reddy 2002; Warren 1968; Warren et al. 2004). Despite enormous amounts of archaeological work at Archaic sites, little change in assemblage composition occurred until the bow and arrow, and then ceramics, were adopted after 1500 BP (Griset 1996; Hale 2009; Schaefer 2012). Even then, assemblage formality remained low. After the bow was adopted, small arrow points appear in large quantities and already low amounts of formal flake tools are

replaced by increasing amounts of expedient flake tools. Similarly, shaped millingstones and handstones decreased in proportion relative to expedient, unshaped ground stone tools (Hale 2009). Thus, the terminus of the Archaic period is equally as hard to define as its beginning because basic assemblage constituents and patterns of manufacturing investment remain stable, complemented only by the addition of the bow and ceramics.

Late Prehistoric Period (1500 BP–AD 1769)

The period of time following the Archaic and before Ethnohistoric times (AD 1769) is commonly referred to as the Late Prehistoric (McDonald and Eighmey 2004; Rogers 1945; Wallace 1955); however, several other subdivisions continue to be used to describe various shifts in assemblage composition. In general, this period is defined by the addition of arrow points and ceramics, as well as the widespread use of bedrock mortars. The fundamental Late Prehistoric assemblage is very similar to the Archaic pattern but includes arrow points and large quantities of fine debitage from producing arrow points, as well as ceramics, and cremations. The appearance of mortars and pestles is difficult to place in time because most mortars are on bedrock surfaces. Some argue that the Ethnohistoric intensive acorn economy extends as far back as 1500 BP (Bean and Shipek 1978). However, there is no substantial evidence that reliance on acorns, and the accompanying use of mortars and pestles, occurred before 600 BP. In Riverside County and the surrounding region, millingstones and handstones persisted in higher frequencies than mortars and pestles until the last 500 years (Basgall and Hall 1990); even then, weighing the economic significance of millingstone-handstone versus mortar-pestle technology is tenuous due to incomplete information on archaeological assemblages.

Historic Setting

Post-Contact history for the State of California is generally divided into three periods: the Spanish Period (1769–1821), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769–1821)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabrillo stopped in 1542 at present-day San Diego Bay. With his crew, Cabrillo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica Bays. Much of the present California and Oregon coastline was mapped and recorded during the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica Bays, giving each location the names we use today. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonial matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring southern California, Franciscan Friar Junípero

Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Friar Juan Crespí named the campsite by the river "Nuestra Señora la Reina de los Angeles de la Porciúncula" or "Our Lady the Queen of the Angeles of the Porciúncula." Two years later, Friar Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Kyle 2002).

Mexican Period (1821–1846)

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the Indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and the establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods, and were known as "California banknotes." Rancheros often traded cowhides for clothing, furniture, sugar, whiskey, and other goods with American ships anchored off the coast in San Pedro. Hides from Los Angeles were sent to factories in Boston where they were made into leather shoes, boots, and saddles. Tallow (rendered fat) was used to make candles and soap, and rawhide served as a binding material for making quick repairs. "Secularization and the continued strength of the foreign market, in turn, drove an economy centered on ranchos and gave increased prominence to rancheros." Beef did not become economically significant until after the Gold Rush in 1849 when the demand for meat from settlers and miners skyrocketed.

The number of non-native inhabitants increased during this period with the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who did not possess immunities to them.

American Period (1846–Present)

California became a U.S. territory in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War, and became a state in 1850. Following statehood, political pressure mounted to open new lands to settlers from the eastern U.S. As a result, Congress passed the California Lands Act in 1851, which required that all land titles granted during the Spanish and Mexican periods be reviewed to determine their validity. This proved challenging given that rancho boundaries were not precisely defined, often marked by non-permanent or changing markers such as streams, boulders, and trees. The Act gave landowners two years to file a claim with the

State Lands Commission. As a result of this law, many rancheros lost their land or had to sell it to pay their legal fees. "Claims were rejected either because the original grant was made in violation of Mexican land law or because there was no evidence that a grant had been made." Landowners who persevered were often left to deal with squatters who had encroached on their land. Approximately 80% of all claims in California were approved or patented, with the Los Angeles area slightly above average at 83% (Dudek 2022).

While the Act greatly contributed to the break-up of rancho lands in the Los Angeles area, it was not the sole cause. Horticulture and livestock, based primarily on cattle, was the currency and staple of the rancho system and continued to dominate the Southern California economy through the 1850s. However, a series of natural disasters beginning in 1862 ultimately brought an end to the rancho system. Floods followed by prolonged drought decimated the cattle industry and resulted in the deaths of thousands of animals, bringing financial ruin to rancheros. With no ability to pay their outstanding debts and property taxes, lenders foreclosed on the mortgages, and 10,000- to 20,000-acre ranches were sold for only $30–$60 each. "The inability of the ranchers to pay such trifling sums revealed that California's rancho civilization was indeed incompatible with America's competitive economy." While the drought brought an end to the rancho and cattle era, it also set the stage for the urban sprawl that was to follow. "The era of the open range was ending, and a new age of population and economic growth, driven by modern agricultural development, would take its place. Cattle ranching slowly became a relic." (Dudek 2022).

Project Area Historical Overview

The Los Angeles County Metro Area Plan Project Historic Context Statement provides the foundation for identifying and evaluating historical resources and establish a framework for grouping information about resources that share common themes and patterns of historical development (Dudek 2022). The following presents brief historical overviews of the communities within the Metro Area Plan: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. More detailed historical background for each individual community within the Project area, as presented in the Metro Area Plan Historic Context Statement (Dudek 2022).

East Los Angeles

Following the initial development boom that peaked in the 1880s, East Los Angeles and the surrounding neighborhoods became a hub for diversity. Many ethnic groups called East Los Angeles home, including but not limited to the following: Mexican-Americans, Russian Molokans, Armenians, Chinese, Japanese, Germans, French, and African-Americans. Following the turn of the century, additional ethnic groups such as Jewish immigrants from Eastern Europe also moved into the neighborhoods of East Los Angeles and created another layer of cultural identity for the area.

Throughout the first half of the twentieth century, employment opportunities, affordable housing options, and cultural diversity attracted many people to East Los Angeles. Instability in the Mexican government and the proximity of Los Angeles to Mexico also facilitated a steady stream of immigrants seeking refuge, economic opportunity, and a new life in East Los Angeles. The influx of Mexican immigrants in the early twentieth century, combined with the existing Mexican-American residents led to the development of an enclave of Mexican culture and spirit that was represented in all forms of development in East Los Angeles and continues to this day.

Residential development in East Los Angeles is much like other facets of development within the area. It is formed by sub-neighborhoods developing at different periods in history. The Occidental Heights subdivision was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College)

on the site (the college later moved). Built in the late nineteenth century, these subdivisions shaped the residential development patterns of the community and the development of 3rd Street as a major thoroughfare for the area. Another example of planned development within the community is City Terrace. The City Terrace neighborhood is located in the northwest portion of the East Los Angeles and is heavily defined by its hilly topography. The planned development began in the early 1920s under the direction of Walter Leimert. Under the sales management of A.C. Green, City Terrace sales boomed by the late 1920s. Features of the development were a park, swimming pool, and playground that were designed under the supervision of the County Recreation Department.

Given the early function of East Los Angeles as a streetcar suburb, commercial development patterns were running in tandem with the residential development patterns in the first half of the twentieth century. Major commercial corridors emerged starting in the 1920s. For instance, commercial and institutional development began on 3rd Street in the form of auto repair shops, churches, and schools in the 1920s. Additional east-west commercial thoroughfares developing in the first half of the twentieth century included Beverly Boulevard, 1st Street, and the current Cesar E. Chavez Avenue (then Brooklyn Avenue). Whitter Boulevard has been a major transportation corridor that connected East Los Angeles. While important for its ability to serve as a commuter route into the city, Whittier Boulevard also served as an important commercial and cultural hub for East Los Angeles. Such commercial entities like movie theaters, markets, gathering spaces, Laguna (now Salazar) Park, and specialty shops could be found on Whittier Boulevard. The wide boulevard also made it a good location as a parade route throughout the area's history. Additionally, Whittier Boulevard played a pivotal role in the Chicano Moratorium March of 1970.

Other cultural groups such as Jewish, Russian, Italian, and Japanese Americans continued to be represented in East Los Angeles through the first half of the twentieth century. These groups were plagued by excessive racial tensions that grew during World War II and were largely focused against the Jewish and Japanese community. Mexican residents of East Los Angeles were also the target of racial tensions, notably during the Great Depression when Mexican farmworkers were blamed for a shortage of jobs and anywhere from 400,000 to 2,000,000 Mexican laborers were "repatriated" to Mexico between 1929 and 1936 (Los Angeles Mayor's Office Civic Memory Working Group 2021). Mexican laborers were eventually permitted to return in response to labor shortages during World War II and the post-war era. The Bracero Program allowed Mexican nationals to work in the U.S. from 1942 to 1964. During the program, thousands of Braceros labored on farms across Los Angeles County. In 1943, American military personnel clashed with Mexican-Americans over ten days, resulting in property destruction and loss of life throughout Los Angeles during the Zoot Suit Riots. During the second half of the twentieth century, East Los Angeles became a hub for political and social unrest and social policy reform. Dramatic demographic shifts created a Mexican-American majority that remains in place in East Los Angeles today.

Throughout the 1950s and 1960s, the Mexican-American community of East Los Angeles lacked the educational and economic opportunities afforded to predominately Caucasian neighborhoods in Los Angeles. This lack of representation and opportunity led the Mexican-American community to band together in the face of resistance in a new movement referred to as the Chicano Civil Rights Movement. The movement was heavily influenced and motivated by the struggles of farm workers, led by labor organizers including Cesar Chavez; anti-Vietnam War sentiment; and the Civil Rights movement. These movements intertwined, leading to momentous Latino civil rights demonstrations throughout the late 1960s and 1970s in East Los Angeles.

Upon its inception in the 1960s, the Chicano Movement was the largest empowerment movement taken on by Mexican-Americans in the history of the United States. Focusing on civil rights, social injustice, economic and educational reforms, the movement served as a pivotal moment in time that forever changed East Los Angeles. Significant events related to the Chicano Movement that are reflected in the built environment of the East Los Angeles community include school walkouts in 1968 and the Chicano Moratorium marches of 1969 and 1970. The

activist organization associated with the movement in East Los Angeles was the Brown Berets. In addition to protests, the group founded El Barrio Free Clinic to increase access to health care for the Latino community of East Los Angeles (Dudek 2022).

East Rancho Dominguez

East Rancho Dominguez was historically a rural area dotted with farmsteads between the towns of Compton and Clearwater. In 1892, struggling gold prospectors Edward L. Doheny and Charles A. Canfield dug an experimental oil well and discovered the Los Angeles oilfield. Though the original oilfield was outside the East Rancho Dominguez community, oil wells were drilled throughout southeastern Los Angeles County. The oil boom that followed furthered the development of towns built adjacent to railroads, the main transportation network that connected the oil commodity to markets. In the early years of the oil boom, the Southern Pacific's San Pedro line through Compton influenced the town's growth. In 1921, two local wells were established in towns approximately ten miles from Compton. Within two years, Signal Hill's Discovery Well Park in Long Beach operated as the most productive oil field in California and commerce flowed through Compton via the Southern Pacific.

The residential area of unincorporated East Compton (renamed East Rancho Dominguez in 1990), was developed on the pasture lands that previously stretched between Compton and Clearwater. The neighborhood was laid out on a grid system bound by Rosecrans Avenue to the north, the Los Angeles River to the east, Alondra Boulevard to the south, and the Southern Pacific tracks to the west. Residents were primarily Caucasian (as a result of deed restrictions), middle-class, largely employed as skilled tradesmen, oil refinery foremen, and experienced artisans.

The Federal Home Loan Bank Board and the Home Owners' Loan Corporation (HOLC), which were established in response to the Great Depression, analyzed the community of East Compton's collective ability to repay mortgages on moderately priced, well-constructed, single-family dwellings. Deemed satisfactory, HOLC financed the redevelopment and new development of residences in East Compton following the 1933 Long Beach earthquake, which were constructed in the Minimal Traditional, Ranch, Spanish Colonial Revival, and Mid-Century Modern architectural styles. Part of the reason for East Compton's favorable rating with the HOLC was due to restrictive residential deeds in East Compton which enforced racial covenants until the Supreme Court's landmark decision in Shelley v. Kraemer outlawed the practice in 1948.

Compton's first African-American residents, who moved to the neighborhood in early 1952, were met with violence, vandalism, and intimidation from Caucasian hate groups including the Klu Klux Klan and the "Spook Hunters." Despite targeted hate crimes, Compton's African-American community grew quickly and, by 1960, African-American families comprised 40% of the neighborhood's population. Fifteen years after East Compton was desegregated, the neighborhood's population was 65% African-American. As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners with narratives of increased crime rates and impending property depreciation, convincing them to sell their properties below market value, then profited by selling the properties to African-American homebuyers at an inflated price. These so-called blockbusting tactics resulted in a depressed housing market and sent East Compton into a state of decline.

The Watts Uprising, which began on August 11, 1965, further triggered a prejudice-driven mass exodus of Caucasian residents from East Compton. By 1970, the community's African-American population had grown to over 70%. Property values were unable to recover after the unrest and the neighborhood's underfunded community resources, schools, and infrastructure continued to deteriorate. Unlike the aftermath of the Long Beach Earthquake, federal aid did not assist the rebuilding. African-American homeowners were unable to obtain loans to improve their older residences, many of which were constructed in the 1930s and 1940s.

Gangs formed in the aftermath of the unrest. Gang membership escalated in response to entrenched institutional barriers, the mounting police presence in response to the Watts Uprising, rising unemployment, and deteriorated community resources. The gangs expanded their power and influence further during the 1980s, when crack cocaine, a cheap and easy to manufacture highly profitable alternative to cocaine, was introduced in East Compton. East Compton was an advantageous location for drug trafficking due to the neighborhood's proximity to the I-710 and I-110 freeways and its central location in Los Angeles, the country's second-largest metropolis.

In 1988, the rap group N.W.A, established by Compton-based musicians Dr. Dre, Ice Cube, Eazy-E, MC Ren, and DJ Yella (formerly Arabian Prince), released *Straight Outta Compton,* a chronicle of violent gang life, frustration over imposed institutional barriers, and a collective fury focused on Gates' paramilitary LAPD. The genre of rap music that originated in East Compton's periphery reflects a reality that many southeast County residents experienced during the 1980s and 1990s. Important sites to the genre or influential artists have not been identified within the boundaries of the community.

Residents of East Compton maintained a community cohesiveness during the tumultuous 1970s and 1980s despite media attention, which portrayed all of Compton as a predominantly African-American community plagued by drugs, gang violence, and police raids. In the 1980s, East Compton residents developed a five-acre park directly east of Atlantic Avenue and south of Compton Avenue. The recreation area quickly became a staple in the community and offered programs, events, and resources. In 1985, East Compton residents, via a grassroots campaign, lobbied the County to become an independent community named East Rancho Dominguez. In 1990, East Compton was officially redesignated as East Rancho Dominguez, a community eager to create an independent culture and identity. East Rancho Dominguez is not contiguous with the industrial community of Rancho Dominguez, which lies south of Compton, or West Rancho Dominguez, which is located west of Compton. The three communities derive their name from the former rancho that encompassed the area.

East Rancho Dominguez, whose history is tangled with the City of Compton's tumultuous racial legacy, was profoundly impacted by the arrest and assault of Rodney King that sparked another period of racially-charged unrest in Los Angeles communities. Directly after the 1992 Los Angeles Uprising, middle-class African-American families fled from East Rancho Dominguez, relocating to suburban areas. The media coverage of King's detainment and the subsequent unrest that opposed police brutality led to Los Angeles Police Chief Gates' resignation and major reforms within the LAPD. Latino families purchased residences in East Rancho Dominguez and impacted the neighborhood's effort to create an independent identity from Compton. By 2000, East Rancho Dominguez had transitioned to a predominantly Latino enclave, experiencing increased residential and commercial development. Since 2010, East Rancho Dominguez's property and violent crime have continued to decrease, but unemployment remains high (Dudek 2022).

Florence-Firestone

By 1870, the Southern Pacific Railroad had established a railroad station at Florence Avenue and South Alameda Street, connecting the area to the nationwide rail system. The unincorporated districts of Florence and Graham were established during this period as stops along the national Southern Pacific and interurban Pacific Electric Railroads. The first post office was established in 1877 and by 1890 the population had grown to 750 people, comprised primarily of European immigrants and people from the eastern United States. Rail lines came with multiple community benefits including providing reliable jobs, affordable transportation, and facilitating the growth of local industries. Starting in the 1900s, immigrants from Mexico were recruited by Pacific Electric to lay tracks and work on the rail lines. Development during this period was concentrated between Compton Avenue and South Alameda Street.

Starting in the 1920s, the community's development began to expand beyond the rail and streetcar lines both eastward and westward. Florence-Firestone's geography and access to railroads made it a prime location for manufacturing facilities. Located just west of the community was the Goodyear Tire Company, which opened in 1920, and the Firestone Tire Manufacturers, which opened in 1927 at the intersection of Firestone Boulevard (formally Manchester Avenue) and South Alameda Street. The Firestone plant employed 2,500 people and was not unionized until the 1930s, which was initiated by a wave of worker activism. The majority of Firestone's workforce was Caucasian, though workers of color fought for access to these jobs. Large schools still present in the community, including Thomas Edison Middle School and Miramonte Elementary School, were developed by the 1920s. The last remaining agricultural lots were located between Nadeau Street and Firestone Boulevard and Hooper Avenue and Compton Avenue. Residential development continued in Florence-Firestone into the late 1930s with several areas remaining vacant, including the agricultural land seen in 1927 aerial photo.

In 1933, as part of the New Deal, the HOLC sought to assess the creditworthiness of neighborhoods through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. In September 1939, the Division of Research and Statistics along with the HOLC created a map of Los Angeles which included Florence-Firestone. The majority of the community was assigned the investment risk grade of Red, which was the worst. Areas south of East 92nd Street were included in the Watts District (D-61), which was described as containing the largest concentration of African-Americans in Los Angeles County. The residents worked as service workers, factory hands, laborers, and WPA workers. Both districts were deemed "blighted" and received Red grades, limiting the residents' ability to secure federally-insured mortgages and loans.

On May 6, 1935, President Franklin D. Roosevelt created the WPA to provide jobs and income to the unemployed during the Great Depression. This resulted in communities across the United States receiving funding to build public buildings, regional airports, roads, and parks. In 1938, the Federal government and President Roosevelt issued their approval for the development of the WPA project, the Franklin Delano Roosevelt Recreational Center, at the corner of Graham Avenue and Nadeau Street in Florence-Firestone. Later known as Roosevelt Park, it is one of the oldest parks in the County system.

World War II brought an economic boom to the area and by the 1940s the community was almost completely built out. The land between Nadeau Street and Firestone Boulevard and Hooper Avenue and Compton Avenue was developed with small single-family residences. The southern side of the intersection of Nadeau Street and Graham Avenue and along the western side of Graham Avenue was developed with commercial properties and had become one of the community's core commercial areas. The defense industry was shrinking while the automotive industry was on the rise. In 1948, "whites-only" housing covenants were lifted, permitting African-Americans to move into homes outside of segregated areas. As African-Americans moved in, Caucasian residents slowly moved out resulting in a period of "white flight." Discriminatory practices such as "blockbusting" were also used where real estate firms would sell properties at inflated prices to African-American families.

By 1952, the majority of the land was developed as single- and multi-family residential neighborhoods. The commercial thoroughfares include South Central Avenue, Compton Avenue, Graham Avenue, East Slauson Avenue, Florence Avenue, and Firestone Boulevard. Industrial warehouses, automotive-related businesses, and large-scale commercial properties are located on either side of the train tracks along South Alameda Street.

The 1965 Watts Uprising triggered a prejudice-driven mass exodus of Caucasian people from south-central Los Angeles, including Florence-Firestone. Factories began moving to outlying areas for cheaper and wider tracts of

land. Jobs within the community shifted towards low-wage, service sectors with less stable local employment options. This downturn continued into the 1970s and 1980s. In 1983, the Firestone plant closed, resulting in a massive loss of jobs in the area. Demographics shifted in Florence-Firestone in the 1980s, with low-income African-Americans and recent immigrants from Mexico and Central America taking jobs in the low-wage unskilled labor sector.

In 1990, the Los Angeles Metropolitan Transit Authority (MTA) invested $877 million in the construction of the 22-mile Metro Blue Line, which ran down the center of Florence-Firestone. The community had three stops: Slauson, Florence, and Firestone. The area was again the center of racially-charged unrest during the 1992 Los Angeles Uprising. The unrest highlighted the high unemployment, economic disparity, institutional racism, and poverty within the south-central Los Angeles Metro Area Plan communities. Businesses along Florence-Firestone's commercial corridors were burned down or looted during the Uprising. Despite being directly affected, the community was not targeted for the "Rebuild LA" investments and received no economic incentives to fund rebuilding (Dudek 2022).

Walnut Park

Walnut Park was advertised as a residential community by the early 1920s. Sanborn maps from 1926 show almost every residential lot developed with one story, single-family house with a detached garage. Houses were mostly designed in Spanish Colonial Revival or related styles. Distinct pockets of commercial development were located on Seville Avenue and Florence Avenue. Businesses along Florence Avenue included movie theaters, markets, drug stores, banks, and offices. Businesses on Seville Avenue, at the southern end of Walnut Park, were generally the same make-up. A Dance Hall (now demolished) was located at the southwest corner of Seville Avenue and Cudahy Street.

In 1939, the HOLC divided Walnut Park into two areas. The eastern side, roughly east of State Street, was given a B rating. The HOLC report noted, "This is the most popular and best residential district in this whole section and easily qualifies for a 'medial blue' grade." The eastern section had recently and rapidly developed due to substantial FHA Title II financing. Roughly 75% of the area was developed. Homes in the area were well-maintained, "showing high pride of occupancy" according to the report. Residential properties reflected popular architectural designs of the time. Deed restrictions were in place for the residences. These restrictions limited modifications to single-family dwellings, ensuring uniform "setbacks" within residential blocks. The deed restrictions also prohibited minority residents. Residents of the area were Caucasian families with heads of the household employed as business professionals, minor executives, and skilled artisans.

The HOLC gave the western and southern sides of Walnut Park a "C" grade. This section of Walnut Park was almost fully developed. The reasons for this grade lay partly in the building stock. The area contained residential development dating to the late 1910s and early 1920s, older for Los Angeles at that time. The HOLC described it as "entering the declining period of its existence and will probably remain more or less static for the next 10 or 15 years." While construction was of good standard quality and maintenance indicated pride of ownership, the age and variety of housing were not viewed favorably through the HOLC's lens. Many original owners were still residents. Residents were professionals and businessmen, minor factory officials and foremen, and white-collar workers. Deed restrictions limited the racial makeup of the residents and the type of development. Development was mostly limited to single-family houses, but scattered locations permitted multi-family dwellings.

Walnut Park remained mostly a residential community through the twentieth century and very little change to the built environment occurred even as surrounding communities were impacted by the shifts of the post-World War II decades: altering transportation patterns, closure of factories, civil unrest, and population shifts. In connection with

adjacent communities during this time, Walnut Park considered forming a separate school system. Though many studies were done, a separate school system was not created.

Three failed attempts – in 1959, 1964, and 1979 – were made to annex Walnut Park into the adjacent City of Huntington Park to the northwest. In 1960, a Walnut Park resident explained, "Residents here feel a close association with Huntington Park, sharing that city's schools, recreation facilities, and other common interests." A second attempt to drive annexation into Huntington Park in 1964 also failed. Though not an annexation attempt, population shifts were becoming apparent in Walnut Park by 1966. The area was proposed for inclusion in "Freedom City" at a meeting of the NAACP and Student Non-Violent Coordinating Committee, two African-American organizations. "Freedom City" would be a separate city centered around Watts and would include the surrounding communities that were described as "being home to 250,000 African-Americans and a handful of whites." Freedom City never came to fruition. The annexation was again raised in 1979. In earlier attempts, the area was predominantly Caucasian. By 1979, the area was described as "50% Mexican-American." Again, arguments were made that Walnut Park would benefit from the use of recreation facilities in Huntington Park. However, all annexation attempts have been rejected and Walnut Park remains an unincorporated area in the present day (Dudek 2022).

West Athens-Westmont

West Athens, named because it is directly west of an area known as Athens-on-the Hill, and Westmont, which derives its name because it is west of Vermont Avenue, was developed on land used for agriculture. In the mid-1920s, West Athens-Westmont was rezoned for mixed residential-industrial use. The Pacific Electric established an interurban railroad that, along with the Redondo Railroad, which carried freight from the Port of Los Angeles east to distant markets. Factories were established near the railroads and factory workers, largely Italian, settled in the area. By 1926, Westmont was rapidly developing with vernacular, wood-framed single and multi-family homes. Development in West Athens was slower, with only a few buildings along Vermont Avenue. The first non-residential development that occurred in West Athens was in 1926 when 120-acres on the western edge of the community was developed as the La Avenida Golf Course. From the beginning of residential development, the West Athens-Westmont communities enforced residential deed restrictions barring minorities from owning property. When the La Avenida Golf Course opened it was a Caucasians-only facility (it was renamed the Western Avenue Golf Course in 1931).

During the Great Depression, diminished wages and widespread unemployment in West Athens-Westmont made it difficult for homeowners to make monthly mortgage payments. In 1939, the HOLC rated West Athens-Westmont, still largely comprised of Italian factory workers and their families, as "in decline," putting the communities at risk of being denied access to capital investment which could improve the stability of housing and economic opportunity of residents. By 1939, a large percent of single-family residences in West Athens-Westmont were seized by their original lending institutions. While new construction was limited during the economic depression, new development did occur. Blocks of single-family houses were constructed in Spanish Colonial Revival and Minimal Traditional styles in West Athens-Westmont during the 1930s and 1940s.

West Athens-Westmont's character as a manufacturing area declined during the 1940s. In 1942, the Redondo Railroad was replaced with automobile-oriented Vermont Avenue. Factories along the former railroad route were demolished and replaced with residences, often occupied by African-American and Latino families. As the population of the neighborhoods grew, commercial corridors with retail establishments, primarily comprised of one-story retail stores and gas stations, replaced the remaining manufacturing facilities. The employment opportunities within the immediate neighborhood were extremely limited as manufacturing left the area.

In 1954, the Western Avenue Golf Course was slated to be redeveloped with industrial facilities due to the course's convenient location directly south of the Pacific Electric Railroad line. Los Angeles County Supervisor Kenneth Hahn acquired the golf course for the County of Los Angeles to preserve one of the few green spaces in West Athens-Westmont. The County's obtainment of the Western Avenue Golf Course solidified the area's transition away from an industrial area. The golf course was also the site of an important milestone in civil rights. In 1955, the Western Avenue Women's Golf Club denied Maggie Hathaway, a noted civil rights activist, membership on the basis of race. Hathaway contacted Hahn and successfully argued that the golf course, located on County-owned land, could not deny membership based on race as they operated on a property that was maintained partially through taxes collected from minority populations. Hahn enacted the policy and extended the rule throughout the County, forcing all County-owned facilities to end discriminatory policies based on color, race, religion, ancestry, or national origin.

The Watts Uprising, which began on August 11, 1965, triggered two major changes in the West Athens-Westmont community. In 1967, community activists Odessa and Raymond Cox succeeded in establishing Los Angeles Southwest College (LASC), a public community college located on the border of West Athens and Westmont, to address the lack of employment and educational resources in the communities. LASC was developed on industrial land located at the corner of Western Avenue and Imperial Highway formerly owned by the Union Oil Company. Prior to LASC opening its doors, community members were limited from seeking higher education as the only institution, Los Angeles City College, was over two hours away by city bus, the most common form of transportation for residents of West Athens-Westmont.

Transportation systems bisecting West Athens and Westmont have counteracted some of the positive changes and access to resources that were emphasized in the wake of the Watts Uprising. LASC was centrally located within walking distance for those living in West Athens-Westmont until 1990, when the I-105 (Century freeway)was constructed parallel to the former route of the Pacific Electric, which currently functions as a Southern Pacific freight line. The I-105 (Century freeway) was constructed so that the law enforcement, including the National Guard, could be quickly deployed to quash any future uprisings.

The area's residential population continued to grow in the late twentieth century. The majority of local employment opportunities for residents are in the healthcare and retail industries. By 1970, over 42,500 people lived in the West Athens-Westmont area. In 1982, the Western Avenue Golf Course was renamed to honor Chester Washington, the renowned publisher of *The Los Angeles Sentinel*, Los Angeles's largest African-American-owned weekly newspaper. Although the total population of West Athens-Westmont fell to under 36,700 people in 1980, the area's population has regenerated, reaching 44,972 residents in 2021 (Dudek 2022).

West Rancho Dominguez-Victoria

West Rancho Dominguez-Victoria shares much of its history with the neighboring City of Compton and East Rancho Dominguez community. The City of Compton, home to 500 people, was incorporated in 1888. At the end of the nineteenth century and in the early twentieth century, the area was a rural area dotted with farmsteads near the towns of Compton, Gardena, and Strawberry Hill. West Compton began to experience steady growth in the 1920s due to its proximity to large freight railroads, the Port of Los Angeles, and the growing urban centers nearby. By 1930, middle-income residential areas developed outside of Compton's central commercial area. West Compton (renamed West Rancho Dominguez by 2000), was developed on the pasture lands that previously stretched between the major streets of Rosecrans and Compton. The growing neighborhood, developed on a grid system, was home to primarily middle-class, Caucasian residents largely employed as skilled tradesmen, oil refinery foremen, and experienced artisans.

The City of Compton enforced racial covenants until the Supreme Court's landmark decision in *Shelley v. Kraemer* outlawed the practice in 1948. West Compton's first African-American residents, who moved to the neighborhood in the early 1950s, were met with violence, vandalism, and intimidation from white hate groups. Despite targeted hate crimes, West Compton's African-American community grew quickly and, by 1960, a large African-American enclave had developed in the formerly restricted community. As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners with narratives of increased crime rates and impending property depreciation. Blockbusting tactics, which were practiced in the larger Compton and south-central Los Angeles County area during this period, resulted in a depressed housing market contributed to a state of decline worsened by the 1965 Watts Uprising.

The Watts Uprising, which began on August 11, 1965, triggered a prejudice-driven mass exodus of Caucasian residents from West Compton. Property values were unable to recover after the unrest and the neighborhood's underfunded community resources, schools, and infrastructure deteriorated. In response to the uprising, the California State Legislature sought to widen and expand Los Angeles County's highway system so that law enforcement could more easily access congested urban communities. The planned routes of the I-710 freeway expansion and new construction projects, including the I- 110 freeway and the I-105 (Century) freeway, did not follow the natural or historic community boundaries and splintered existing communities and commercial corridors. During the late 1960s and early 1970s, the County seized residential neighborhoods through eminent domain and divided previously cohesive urban communities. In 1975, the communities of West Rancho Dominguez and Willowbrook brought litigation against the County of Los Angeles to save the hundreds of residences seized through eminent domain for the construction of the expanded highways. In 1982, a settlement was reached and hundreds of residences between Imperial Avenue and East 117th Street were demolished and replaced with the expanded Interstate, partially using funds previously earmarked for community development. In 1990, an abandoned route of the Pacific Electric Railroad was replaced by the I-105 freeway.

In response to the depressed conditions worsened by entrenched institutional barriers, including prejudicial law enforcement and rising unemployment, gang membership increased and violence escalated. Gangs, most noticeably the notorious Crips (short for "Community Revolution in Progress") and Blood gangs developed in the late 1960s and early 1970s and recruited members during the 1970s economic recession, a period of economic stagnation, hyperinflation, and mounting unemployment. Gangs expanded their power and influence in the late 1980s, when crack cocaine, a cheap and easy-to-manufacture, highly-profitable alternative to cocaine, was introduced in southeastern Los Angeles County.

Residents of West Compton maintained a community cohesiveness during the tumultuous 1970s and 1980s despite media attention, which portrayed all of Compton as a predominantly African-American community plagued by drugs, gang violence, and police raids. West Compton, whose history is tangled with the City of Compton's tumultuous racial legacy, was profoundly impacted by the arrest and assault of Rodney King that sparked another period of unrest in Los Angeles.

West Rancho Dominguez's extant landscape was shaped by the combination of municipal and grassroots programs. Among these is Earvin "Magic" Johnson Park, which the community has adopted as a point of pride for the neighborhood. The recreation area quickly became a center of the community and offered programs, events, and resources. In the late 1990s, West Compton residents, via a grassroots campaign, lobbied the County to become an independent community named West Rancho Dominguez-Victoria. By 2000, West Compton was officially redesignated as West Rancho Dominguez, a community eager to create an independent culture and identity. West Rancho Dominguez's disjointed boundaries were drawn around Compton-run facilities, including schools and major infrastructure (Dudek 2022).

Willowbrook

The modern development of Willowbrook began in 1885, when the Santa Fe Railroad laid tracks in Southern California, triggering a rate war with the only other railroad in the region, the Southern Pacific, which ran through Willowbrook. The price for a one-way ticket from the midwestern United States cities to Los Angeles dropped as low as one dollar. The low rates generated a mass influx of Los Angeles-bound migrants and the city's first real estate development boom. By 1894, the developers established Riverside Boulevard (now East Oris Street) along the southern boundary of their community and adjacent to the San Pedro line. By 1896, several residences on large plots had been established alongside the transportation networks. These large residential lots were spacious enough for owners to cultivate orchards, crops, and keep small livestock or chickens. By 1903, this subdivision was officially designated the "Willowbrook Tract" by the Los Angeles County Recorder. Willowbrook's first residents, largely African-American, Latino, and Japanese families, invested in their neighborhood by organizing community programs.

In 1912, Willowbrook residents petitioned the County for the first Los Angeles County Free Library, now called the Willowbrook Library. In April 1913, Mrs. Belle Jenks opened the first library in Los Angeles County, comprised of 50 books housed in the parlor of her home. In 1919, the library was relocated to a room in the Willowbrook Post Office. Willowbrook remained a small community between the cities of Watts (north) and Compton (south) until 1929 when Pacific Electric Company established an intercity rail line between Watts and Compton. By 1930, Watts and Compton were thriving as a result of the regional oil industry. Development associated with these communities along the new interurban Pacific Electric rail line crossed into Willowbrook's boundaries.

In 1920, the oil industry transformed southeastern Los Angeles County. Former small County railroad towns became dense neighborhoods and small cities. By 1929, Willowbrook, which had not imposed the race-based deed restrictions that became ubiquitous in many areas of Los Angeles, was a growing, unsegregated community. Residents were employed as service workers, factory hands, laborers, or by the WPA. Willowbrook's mixed zoning supported small agricultural plots, industry, and residential development.

During the 1930s, Willowbrook's industrial and residential sectors developed simultaneously along the two railroads. In the 1940s, African-American and Latino populations increased as people moved to the region for the employment opportunities created by World War II. Willowbrook, once a suburb between Watts and Compton, transformed into a denser urban neighborhood populated by blue-collar workers employed at local factories and manufacturing facilities.

During the Great Depression, diminished wages and widespread unemployment in Willowbrook made it difficult for homeowners to make monthly mortgage payments. The HOLC assigned Willowbrook a hazardous or Red rating due to its predominantly minority demographic makeup, which limited most capital investment in the area. Because of HOLC's rating, the impacts of the Depression disproportionately impacted the Willowbrook community, and by 1939, a large percentage of the single-family residences owned by minority residents were seized by their original lending institutions.

During the 1940s, massive numbers of people moved to Southern California for the employment opportunities created by World War II. To house incoming workers before and after the war, large subdivisions of single and multi-family tract housing were developed throughout the region. Many African-Americans were thriving members of the middle class but restricted from purchasing houses in the new tracts due to racially restricted deed covenants. One subdivision, called Carver Manor, was comprised of 250 homes, constructed specifically for African-American military veterans and designed by famed Los Angeles architect Paul Revere Williams. Although residential growth

boomed, limited commercial development took place during the 1940s. One-story retail stores and gas stations were constructed along major thoroughfares and the development of commercial corridors was not architecturally noteworthy.

This mixture of development continued through in the postwar era until the Watts Uprising began in August 1965. Within Willowbrook, violent demonstrations protested racial discrimination, institutional barriers, and prejudicial policing. After four days of rioting, government commissions were formed and community groups gathered. Both groups grappled with how to rebuild Willowbrook and reduce future outbreaks of violence. Citizens of Willowbrook organized programs and events that fostered community while administrative institutions stimulated employment, increased access to education and healthcare, and attempted to shape the community's behavior through urban design.

In the aftermath of the uprising, gang membership escalated in response to entrenched institutional barriers, prejudicial law enforcement, rising unemployment, and deteriorated community resources. Gangs presented young community members with a source of income, protection, a personal identity, and a community with a shared purpose. The notorious Crip factions including the "Carver Park Crips" and "Mona Park Compton Crips" were established in Willowbrook during the 1970s. Large numbers of young, male youths turned to gangs during the 1970s economic recession, a period of economic stagnation, hyperinflation, and mounting unemployment. Gangs expanded their power and influence in the 1980s, when crack cocaine, a cheap and easy to manufacture highly profitable alternative to cocaine, was introduced in southeast Los Angeles County. The continued presence of gangs in Willowbrook reflects the tumultuous legacy of the Watts Uprising.

In the wake of the uprising, the California State Legislature sought to widen and expand the Imperial Highway, originally established in the late 1930s, so that law enforcement could easily access congested urban communities. In 1975, the community of Willowbrook, along with the neighboring West Rancho Dominguez-Victoria, brought litigation against the County of Los Angeles to save the hundreds of residences between Imperial Avenue and East 117th Street seized through eminent domain for the construction of the highway. After seven years of litigation, residents resigned their homes to eminent domain, but received guarantees that residents would be given fair market value for their houses, receive compensation for their property, collect a substantial relocation fee, and that no further eminent domain would be exercised within the community of Willowbrook. In 1982, the contested land was seized by the County and construction of the I-105 freeway began. Funding earmarked for community development was reallocated towards the cost of the freeway, causing irreparable harm for the community of Willowbrook. Five hundred units of planned replacement housing on lots acquired for the freeway were never constructed, the Martin Luther King Jr. Community Hospital was downsized, and developers, established businesses, planned commercial enterprises, and residents fled the neighborhood. Many pre-1940 single-family residences were replaced with new multi-family units and industrial facilities that took advantage of the mixed zoning regulations.

A catalyst for the civil unrest was the noted lack of access to health care in south-central Los Angeles. Civil rights and antipoverty activists in Willowbrook successfully advocated for the development of a community hospital designed to bring a high-quality medical facility to the primarily African-American residents in south-central Los Angeles, leading to the 1971 opening of the Martin Luther King Jr. Medical Center/Charles R. Drew University of Medicine and Science. In 2007, the main hospital closed, but an urgent care center and outpatient clinic located on campus continued to operate. Los Angeles County and the University of California system opened a smaller version of the hospital in 2015, naming it the Martin Luther King Jr. Community Hospital, which included the Augustus F. Hawkins Mental Health Center and substance rehabilitation facility. The Charles R. Drew University of Medicine and Science has continued to operate as a separate entity since the hospital closed in 2007.

While the state and county affected institutional changes, community grassroots programs shaped the neighborhood's landscape and culture. Edna Aliewine organized the Watts-Willowbrook Christmas Parade in the late 1960s and the community quickly adopted the event as a point of pride for the neighborhood. The annual event created reasons for the community to gather, supported local businesses, citizens, and families, and attracted stars including Bill Cosby, Bruce Lee, the Beverly Hillbillies, Sammy Davis Jr., and the Jackson Five.

While varying methods of community development were often at odds between 1965 and today, Willowbrook's extant landscape was shaped by the combination of municipal and grassroots programs. The citizens of Willowbrook have petitioned to become a city within Los Angeles County, but due to the absence of large businesses or industries that would create a sufficient tax base, has remained an unincorporated community within the County (Dudek 2022).

Historic Resources Within The Project Area

The identified historic built environment resources that were identified through the records search, background research, and field surveys conducted for historical resources described in Section 4.5.2.1, Methodology, are summarized below. The following provides a breakdown of historical resources identified as a result of the SCCIC records search (January 26, 2022 and March 25, 2022) and BERD review (May 2023), information provided by the County Department of Parks and Recreation (DPR), as well as potential historical resources that require future study within each community. Tables identifying these properties are provided in Appendix E-1 of this Recirculated Draft PEIR. The properties recommended for future study (Appendix E-1) were identified as part of the Metro Area Plan Historic Context Statement (Dudek 2022), which provides a framework for evaluating built environment resources as part of future project-specific activities.[1] However, the list of properties provided below should not be considered all-inclusive for identification of potential historical resources within each community. Status codes noted below refer to the California Historical Resource Status Codes (CHRS), which are associated with those properties that have been previously evaluated for historical significance and reviewed by the California State Office of Historic Preservation. Definitions of the CHRS codes are located in Appendix E-1.

East Los Angeles

Based on a review of the Los Angeles County Historic Preservation Ordinance, the Unique Theater at 3641 and 3643 East First Street located in the community of East Los Angeles is the only listed historic resource pursuant to this County ordinance within the Project area.

The BERD identifies 305 previously recorded properties within East Los Angeles. Of these, 98 were identified as historically significant under either federal, state, or local designation criteria.

The SCCIC records search identified 120 previously recorded properties within East Los Angeles. Of these, 14 were identified as historically significant under either federal, state, or local criteria.

The County of Los Angeles DPR identified 5 previously recorded and evaluated parks within East Los Angeles. Of these, 4 parks were identified as historically significant under either federal, state, or local designation criteria (Belvedere Community Regional Park, City Terrace Park, Eugene A. Obregon Park, and Ruben Salazar Park).

[1] For the purpose of this study, the term "designated" refers to properties with CHRS codes of 1 or 2. This identifies properties listed in the National Register (NR) or the California Register (CR) or properties determined eligible for listing in the NR or the CR.

Although Atlantic Park was not identified as eligible, the Veteran Plaque Obelisk within it was found eligible individually.

The Metro Area Plan Historic Context Statement (Dudek 2022) identified 28 properties and 4 events recommended for additional study as part of future project-specific activities within East Los Angeles. The Metro Area Plan Historic Context Statement also identified 6 properties that are currently designated within the community.

East Rancho Dominguez

The BERD identifies 10 previously recorded properties within East Rancho Dominguez. Of these, 7 properties were previously determined ineligible for the NRHP by consensus through Section 106 process (Status Code 6Y), and. three of these properties were identified as a result of reconnaissance level survey and were not evaluated for historical significance (Status Code 7R).

The SCCIC records search identified 2 previously recorded properties within the East Rancho Dominguez community. Of these, none were identified as historically significant under either federal, state, or local designation criteria.

The Metro Area Plan Historic Context Statement identified 2 properties and 5 events recommended for additional study as part of future project-specific activities within East Rancho Dominguez. The Metro Area Plan Historic Context Statement did not identify any properties that are currently designated within the community.

Florence-Firestone

The BERD identifies 42 previously recorded properties within Florence-Firestone. Of these, 25 properties were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y), and 17 of these properties were not evaluated for historical significance (Status Code 7R).

The SCCIC records search completed as part of the Florence Firestone Transit Oriented District (FFTOD) Specific Plan identified 54 previously recorded properties within the Florence-Firestone community. Of these, 5 were identified as historically significant under either federal, state, or local designation criteria.

The County of Los Angeles DPR identified 4 previously recorded and evaluated parks within Florence-Firestone. Of these, 3 parks were identified as historically significant under either federal, state, or local designation criteria (Franklin D. Roosevelt Park, Colonel Leon H. Washington Park, and Ted Watkins Memorial Park).

The Metro Area Plan Historic Context Statement identified 16 properties and 6 events recommended for additional study as part of future project-specific activities within Florence-Firestone. The Metro Area Plan Historic Context Statement did not identify any properties that are currently designated within the community.

Walnut Park

The BERD identifies 15 previously recorded properties within Walnut Park. All of these properties were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y).

The SCCIC records search identified 2 previously recorded properties within Walnut Park. Neither of these were identified as historically significant under either federal, state, or local designation criteria.

The Metro Area Plan Historic Context Statement identified 5 properties and 2 events recommended for additional study as part of future project-specific activities within Walnut Park. The Metro Area Plan Historic Context Statement did not identify any properties that are currently designated within the community.

West Athens-Westmont

The BERD identifies 30 previously recorded properties within West Athens-Westmont. Of these, 24 properties were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y), and 6 of these properties were identified as a result of reconnaissance level survey and were not evaluated for historical significance (Status Code 7R).

The SCCIC records search identified 2 previously recorded properties within West Athens-Westmont. Neither of these were identified as historically significant under either federal, state, or local designation criteria.

The Metro Area Plan Historic Context Statement identified 9 properties and 4 events recommended for additional study as part of future project-specific activities within West Athens-Westmont. The Metro Area Plan Historic Context Statement did not identify properties that are currently designated within the community.

West Rancho Dominguez-Victoria

The BERD identified 7 previously recorded properties within West Rancho Dominguez-Victoria, all which were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y).

The SCCIC records search identified 2 previously recorded properties within West Rancho Dominguez-Victoria. Neither of these were identified as historically significant under either federal, state, or local designation criteria.

The County of Los Angeles DPR identified 3 previously recorded and evaluated parks within West Rancho Dominguez-Victoria. Of these, one park was identified as historically significant under either federal, state, or local designation criteria (Roy Campanella Park). Although Enterprise Park was not identified as eligible, the gymnasium building within it was found eligible individually.

The Metro Area Plan Historic Context Statement identified 10 properties and 2 events recommended for additional study as part of future project-specific activities within West Rancho Dominguez-Victoria. The Metro Area Plan Historic Context Statement did not identify any properties that are currently designated within the community.

Willowbrook

The BERD identified 12 previously recorded properties in Willowbrook. One of these properties was determined eligible for the NRHP through the Section 106 process (Status Code 2S2), Ritter Elementary School (P-19-174983), located at 11108 Watts Avenue. Ten properties were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y), and one additional property was identified as a result of reconnaissance level survey but was not evaluated for historical significance (Status Code 7R).

The SCCIC records search identified 4 previously recorded properties within Willowbrook. Of these, two were identified as historically significant under either federal, state, or local designation criteria, including Ritter Elementary School (Status Code 2S2) and The Mojave Road (1CS).

The County of Los Angeles DPR identified 2 previously recorded and evaluated parks within Willowbrook. Of these, one park was identified as historically significant under local designation criteria (George Washington Carver Park).

The Metro Area Plan Historic Context Statement identified 8 properties and 4 events recommended for additional study as part of future project-specific activities within Willowbrook. The Metro Area Plan Historic Context Statement did not identify any properties that are currently designated within the community. Additional information on designated and properties flagged for future study is available in the Metro Area Plan Historic Context Statement.

Geological and Paleontological Setting

The Project area is located within the northernmost Peninsular Ranges geomorphic province (CGS 2002; Norris and Webb 1990). Northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja Peninsula to the Transverse Ranges (e.g., the San Bernardino and San Gabriel Mountains in southern California) characterize this geomorphic province. Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (CGS 2002; Norris and Webb 1990). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

More specifically, the Project area is located within the southwestern and central blocks of the Los Angeles Basin (Yerkes et al. 1965). The Los Angeles Basin (also called the coastal plain) extends from the Santa Monica Mountains in the north to the San Joaquin Hills of Orange County in the south and is a structural basin that in some areas has been subsiding and filling with sediments since the late Cretaceous (Yerkes et al. 1965). The Los Angeles Basin is characterized by alluvial coastal plains, underlain by older alluvial and marine sediments, and punctuated by uplifted highlands owing to the numerous faults underlying the basin. These faults, which include the Newport-Inglewood fault zone in the south and the Sierra Madre fault zone in the north, are part of the greater San Andreas fault system, characterized by numerous strike-slip faults. Figure 4.7-1, Active Fault Zones in Section 4.7, Geology and Soils of this PEIR identifies the active faults that are within the Metro Planning Area unincorporated communities. Figure 4.5-1, Paleontological Resource Sensitivity, provides a soils map that identifies the more sensitive and less sensitive sediments for paleontological resources. As shown, the communities of East Los Angeles, West Athens-Westmont, and West Rancho Dominguez-Victoria contain the more sensitive sediments.

4.5.2 Environmental Impacts

4.5.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would facilitate future development in a manner consistent with the Metro Area Plan. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.5.2.2) in determining whether implementation of the Project, including the additional housing, ACU, and Industrial Program, could adversely affect cultural resources the Project area communities.

Historic Built Environment Resources

SCCIC Records Search, BERD, and Los Angeles Historic Preservation Ordinance

Dudek architectural historians closely reviewed information on previously recorded properties provided by South Central Coastal Information Center (SCCIC), which houses cultural resources records for Los Angeles County. Dudek also reviewed the Built Environment Resources Directory (BERD) files, which is administered and maintained by the California Office of Historic Preservation (OHP) and provides information, organized by county, regarding non-archaeological resources in the OHP inventory. The OHP administers federally and state mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources. All applicable portions of unincorporated Los Angeles County were reviewed (Dudek 2022). Additionally, this analysis includes a review of the twelve properties that are listed under the Los Angeles Historic Preservation Ordinance.

Background Research

Historic built environment research for the purposes of the PEIR was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Archival materials were predominately assembled from the Los Angeles Public Library, Santa Monica Public Library, San Diego Public Library, and County of Los Angeles archives (including department-specific archives). Resources gathered from these repositories included community plans, planning documents, and relevant books.

Additional primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, and historical photographs. Secondary sources include reference books, newspaper articles, magazine articles, and historic context statements. Multiple databases were reviewed to generate a list of historical resource information including the California Historical Resource Inventory Database (CHRID), BERD, the SCCIC, and the County of Los Angeles Department of Regional Planning website (Dudek 2022).

Desktop and Field Surveys

For the purposes of the PEIR, Dudek architectural historians performed windshield surveys of each of the communities in the Project area between December 2021 and March 2022. Dudek architectural historians conducted a windshield-type overview survey of each Metro Area Plan community to inform important themes, property types, and architectural styles in an effort to develop a historic context statement and community plan area overview for all of the communities within the study area. In addition to the windshield-type surveys, Dudek also performed extensive desktop reconnaissance-level surveys of each of the communities in the Project area. Desktop surveys included current Google Street View imagery, County Assessor data, historic aerial photographs, historic redlining maps, and current subdivision maps (Dudek 2022).

Archaeological Resources Methodology

SCCIC CHRIS Database Records Search

On December 3, 2021, Dudek staff requested a records search from the South Central Coast Information Center (SCCIC), located on the campus of California State University, Fullerton. Results of the CHRIS records search for the proposed Project were provided over a period between January 26, 2022 and March 25, 2022. With respect to cultural resources, the CHRIS record search results provided by the SCCIC included their digitized collections of mapped built, prehistoric and historic archaeological resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Dudek archaeologists reviewed the SCCIC records to determine whether the implementation of the proposed Project would have the potential to impact known and unknown archaeological resources.

Archival, Topographic Map, and Aerial Photo Review

Historic topographic maps and aerial photographs were consulted through the Nationwide Environmental Title Research LLC to better understand any natural or human-made changes to the alternative site locations and surrounding properties over time. A review of all available historic aerial photographs was conducted and included the following years: 1947, 1967, 1978, 1980, 1984, 1994, 2005, 2009, 2010, 2012, 2014, 2016, and 2018 (NETR 2021). Through careful comparative review of historic aerials, changes to the landscape of a study area may be revealed. Disturbance to the study area is specifically important as it helps determine if soils within the study area are capable of sustaining intact archaeological deposits. Additionally, historic aerials have the potential to reveal whether a study area was subjected to alluvial deposits by way of flooding, debris flows or mudslides, as well as placement of artificial or foreign fill soils that may have buried intact archaeological deposits. A review of available topographic maps was conducted and included the following years: 1904, 1910, 1918, 1921, 1938, 1946, 1952, 1955, 1961, 1964, 1966, 1968, 1972, 2012, 2015, and 2018 (NETR 2021). Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps are not comprehensive, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

Dudek archaeologists also reviewed pertinent academic and ethnographic literature for information pertaining to historic use of the proposed Project area and vicinity, including sources commonly identified though Tribal consultation, notably the 1938 Kirkman-Harriman Historical Map. It should be noted that this map is highly generalized due to scale and age and may be somewhat inaccurate with regards to distance and location of mapped features. Additionally, this map was prepared based on review of historic documents and notes more than 100 years following secularization of the missions (in 1833). Although the map contains no specific primary references, it matches with the details documented by the Gaspar de Portolá expedition (circa 1769–1770). The map is a valuable representation of post-colonization mission history; however, it is limited to a specific period of Native American history and substantiation of the specific location and uses of the represented individual features should be verified by archaeological records and/or other primary documentation. A review of each of the seven unincorporated communities that make up the proposed Metro Area Plan, including East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook, are summarized below.

Native American Coordination

A search of the Native American Heritage Commission's (NAHC) Sacred Land Files (SLF), to determine the presence of any Native American cultural resources within the proposed Project was requested on January 1, 2022 and

completed on February 1, 2021 by Andrew Green, Cultural Resources Analyst (not received until February 24, 2022) with positive results. The SLF record is maintained at a public land survey system (PLSS) Section level, which indicates a recorded sacred site could be anywhere within 1 square mile area of a community and as such, the NAHC did not specify whether Native American resources were located within the community only within the general vicinity. The NAHC suggested contacting 12 Native American individuals and/or entities and specifically stated that the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrieleno/Tongva San Gabriel Band of Mission Indians be contacted for information and that the tribes provided on the list would potentially have specific knowledge of the cultural resources identified within the proposed Project. The proposed Project is subject to compliance with AB 52 (PRC 21074) and SB 18 (Government Code Section 65352.3). Additional and more detailed information regarding tribal notification and consultation efforts can be found in Section 4.18 Tribal Cultural Resources.

Field Surveys

Due to the extensive area of the proposed Project and logistical limitations, no pedestrian surveys were conducted in support of this proposed Project. However, Dudek archaeologists performed extensive desktop reconnaissance-level surveys of each of the communities in the Project area according to the methodology outlined above. Desktop surveys included current Google Earth imagery, County Assessor data, historic aerial photographs, historic maps, and archival data.

Paleontological Resources Methodology

Natural History Museum of Los Angeles County Paleontological Resources Records Search

On December 10, 2021, Dudek staff requested a paleontological resources records search from the Natural History Museum of Los Angeles County (NHMLAC). The purpose of the museum records search was to determine whether there are any known fossil localities in or near the Project area and aide in determining whether a paleontological mitigation program is warranted to avoid or minimize potential adverse effects of future construction on paleontological resources.

Geological Map and Paleontological Literature Review

Published geological maps (Dibblee and Ehrenspeck 1989; Jennings 1962; Saucedo et al. 2016) and published and unpublished reports were reviewed to identify geological units on the site and determine their paleontological sensitivity.

4.5.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to cultural resources are listed below. A project may have a significant impact if it would:

Threshold 4.5-1: Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

Threshold 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Threshold 4.5-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Threshold 4.5-4: Disturb any human remains, including those interred outside of formal cemeteries.

4.5.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use/zone changes and implementation program:

1. Residential and Mixed Use - The Project would rezone and/or redesignate parcels throughout the Project area to allow for approximately 30,968 additional dwelling units within the Project area.[2] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e.

2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

[2] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the circulation of the Project Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

The Metro Area Plan would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Similarly, the Industrial Program only identifies candidate parcels that already support industrial development and/or are zoned/designated for industrial use. Development facilitated by the Project would predominantly consist of infill development within previously disturbed and/or developed parcels. However, the Project's proposed land use changes and programs could affect some parcels that could support cultural resources.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of cultural resources listed in Section 4.5.1.1 above.

Areawide Goals and Policies

Goal HP 1 Preserve historic resources in the Metro Area.

Policy HP 1.1 Increase County designations by encouraging community stakeholders in the Metro Area to nominate properties, and provide technical assistance to help them through the nomination process.

Policy HP 1.2 Prioritize the properties identified in the Metro Area Historic Context Statement Study List for future evaluations and nominations.

Policy HP 1.3 Prioritize the nomination of residential and commercial properties in East Los Angeles and Florence-Firestone, as they are the highest at risk for demolition based on current development patterns.

Goal HP 2 Encourage a sense of place and history within commercial areas located in Metro Area communities.

Policy HP 2.1 Encourage a sense of place in the Metro Area and communicate its historic significance through signage programs and design standards.

Policy HP 2.2 Prioritize initiatives for signage programs and design standards that develop a sense of place and history for the following commercial areas when developing a sense of place and history within communities: City Terrace (East Los Angeles), Whittier Boulevard (East Los Angeles), Florence Avenue (Florence-Firestone), and Seville Avenue (Walnut Park).

Community-Specific Goals and Policies

There are no community specific Metro Area Plan goals and policies pertaining to cultural resources.

4.5.2.4 Impact Analysis

Threshold 4.5-1 Would the project cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5?

The identified historic built environment resources that were identified through the records search, background research, and field surveys conducted for historical resources described in Section 4.5.2.1, Methodology, are analyzed below. As described above under Section 4.5.1.2, Existing Environmental Conditions, there are numerous recognized historic properties in the Project area. However, only a select number of properties are identified as subject to land use and zoning changes and/or programs where the Project could facilitate potential future development. Figure 4.5-2, Historic Resources Subject to Zone Change/Industrial Program, identifies all listed historic resources within the Project area that are also subject to changes in land use associated with the Project. As shown, there are three historic properties in Walnut Park and 12 historic properties in East Los Angeles that are located on parcels that would be subject to land use and zoning changes and/or programs where the Project could facilitate potential future development.

The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No specific development is proposed as part of the Project that could directly impact historical resources. However, implementation of Metro Area Plan land use changes, zone changes and/or programs would facilitate additional future development. Therefore, there is a potential to impact historical resources through the reasonably foreseeable future property demolition, alteration, and/or expansion that may occur on existing buildings and properties in the Project area. Any future activities that would substantially adversely change the significance of a historical resource would be a significant impact on the environment.

If future development projects under the Metro Area Plan demolish or materially alter historical buildings to accommodate new development, impacts to historical resources would be potentially significant. As detailed in Section 4.5.1.1, Regulatory Setting, there are existing federal, state, and local policies and regulations in place to identify, assess impacts to, and protect historical resources. As described in Section 4.18.2.3, Land Use Changes, Programs and Policies, Goal HP1 and associated policies HP 1.1, HP 1.2 and HP 1.3 would aim to preserve historic resources in the Project area; however, they would not reduce potential impact to less than significant.

As summarized in Section 3.3.4.3, Project Components in Chapter 3 of this Recirculated Draft PEIR, if adopted, the Project, would develop and implement a list of key programs over time. These include Program No. 2, Focused Intensive Historic Resources Surveys, and Program No. 3, Metro Area Plan Historic Surveys, and Program No. 5, Legacy Business Retention Program (LBRP). Program No. 2 involves streamlining the historic resources nomination process by preparing historic context statements and intensive-level historic resource surveys for the following: (1) Historic Signs (East Los Angeles); (2) Murals (East Los Angeles); (3) Programmatic Architecture (Area-wide); and (4) Storefront churches (Area-wide). The Program No. 3 includes the preparation of historic context statements and reconnaissance-level surveys for Metro Area Plan communities, starting with East Los Angeles followed by the remaining communities of East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Finally, Program No. 5 would develop a LBRP for legacy businesses over 50 years old along commercial corridors in order to prevent displacement. The elements of the LBRP program may include creating a legacy business registry and establishing legacy preservation incentive funds and grants. As such, additional identification of historic resources and opportunities for preservation would be accomplished through

the implementation of the Metro Area Plan.[3] Importantly, a change in land use or zoning as part of the Project would not indicate an inevitable redevelopment of a property. The Draft PEIR identifies the general locations (e.g., parcels) where future development is likely to occur as a result of Project implementation and assesses impacts based on permitted use types and allowable development parameters (e.g., permitted density); however, the exact location, orientation, number and timing of individual development projects and/or infrastructure improvements that could occur as a result of implementation of the Metro Area Plan are unknown.

Nevertheless, even with compliance with applicable regulations and implementation of the Metro Area Plan's proposed programs related to historic resources, there is a potential to cause a substantial adverse change in the significance of both known and unknown historic resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area. Mitigation Measure (MM)-4.5-1 would require future project-specific developments that involve demolition or alterations to existing building(s)/structure(s) over 45 years old to assess the historical significance of those resources. The assessment may include preparation of a Phase I and/or Phase II Historic Resources Assessment report to evaluate the properties in accordance with professional standards and in conformance with CEQA Guidelines Section 15064.5. If a future project involves alterations or modifications to historical resources, and the proposed work conforms to the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties, specifically the Standards for Rehabilitation (Standards), impacts to historical resources would be considered less than significant, and no additional review would be required.

If a future project involves material impairment or demolition of historical resource(s) that cannot be avoided or mitigated through project design review and Standards compliance, the project applicant must incorporate design changes or other measures to reduce or avoid impacts, even though it may not reduce impacts below a level of significance. While documentation, interpretive displays, and salvage are common mitigation measures for projects in which there are impacts to historical resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigations measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.5-1, potential impacts relative to historic resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all historic resources where new development may occur.

Threshold 4.5-2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The archaeological resources that were identified through the records search, background research, and field surveys conducted for historical resources described in Section 4.5.2.1, Methodology, are summarized below. The following provides a breakdown of archaeological resources identified as a result of the CHRIS database records search, as well as the results of archival, background research and historic map and aerial review. These results have informed the analysis with respect to where known archaeological resources are located as well as determining areas within which unknown archaeological resources are more likely to exist.

[3] It is important to note that while these proposed implementation programs would encourage future projects to preserve historic/cultural resources, commit policy makers to prepare studies, and/or encourage policy makers to consider future actions that could benefit historic/cultural resources and local community members, these implementation programs would not result in any physical development or other direct or indirect environmental impacts.

East Los Angeles

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, six archaeological resources were identified as existing within the proposed East Los Angeles community all of which are historic resources, without a known Native American connection, and none appear to have been evaluated for significance pursuant to CEQA nor listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). No prehistoric resources were identified as a result of the records search. Seventy-five previously conducted studies have been undertaken within the community, between 1988 and 2014.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the East Los Angeles community has been subject to ground disturbance at least as early as 1894 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1928, more than 90% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure. Topographic maps and historic aerials show ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 1.8 miles east of the Los Angeles River and 1.7 miles west of the Rio Hondo Channel, and 4.25 miles west of the Lower Transverse Mountain Range although topographic maps show ephemeral unnamed drainages traversing the community. Although the community does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community where ephemeral drainages could have deposited sediment during flood events. However, those drainages have been filled and constructed upon since their existence. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

One formal cemetery, Calvary Cemetery and Mortuary, located within the southwestern portion of the community was opened in 1896 and is currently accepting internments. No informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 2 miles to the south. Additionally, the map illustrates the existence of "Spanish" roads within the southern half of the community; the nearest water way, the Los Angeles River, located approximately 0.08 miles to the southwest of the community; a path for Gaspar de Portolá's expedition approximately 0.5 miles north; and a Gaspar de Portolá's expedition camp site approximately 1.25 miles northwest of the community.

East Rancho Dominguez

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed East Rancho Dominguez community. Seven previously conducted studies have been undertaken within the community, between 1994 and 2009.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the East Rancho Dominguez community has been subject to ground disturbance at least as early as 1896 and the historic record

proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1953, more than 95% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure. Topographic maps and historic aerials show ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 3.75 miles west of the Los Angeles River and 2.5 miles east of an unnamed anthropogenic channel, 7.4 miles north of the Lower Transverse Mountain Range and 12.75 miles south of the Santa Monica Mountains. The community does not include a natural landmark likely capable of depositing sediment, such as a river or the base of a foothill. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community including both discontinuous portions: the northeastern portion mapped within present-day East Compton and the smaller southwestern portion mapped between the present-day Cities of Compton and East Compton. The nearest village is illustrated to have existed approximately 4.5 miles to the west of the southwestern portion and 3.75 miles to the southwest of the northeastern portion of the community. Additionally, the map illustrates the existence of two intersecting "Ancient" roads at the northern border of the northeastern portion and an "Ancient" road immediately east and parallel of the southwestern portion of the community; the nearest water way, the Los Angeles River, is located approximately 0.5 miles west of the northeastern portion and an unnamed meandering tributary located less than 0.25 miles west of the southwestern portion of the community.

Florence-Firestone

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, five archaeological resources were identified as existing within the Florence-Firestone community; of these, four are historic resources and one is a multicomponent (prehistoric and historic). No solely prehistoric resources were identified within the community as a result of the records search. Forty-four previously conducted studies have been undertaken within the proposed community, between 1983 and 2014.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the Florence-Firestone community has been subject to ground disturbance at least as early as 1896 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1952, more than 95% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure. Topographic maps and historic aerials show ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 3.4 miles west of the Los Angeles River, and 10.4 miles west of the Lower Transverse Mountain Range. The community does not include a natural landmark likely capable of depositing sediment, such as a river or the base of a foothill. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and

possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 4.3 miles to the west. Additionally, the map illustrates the existence of an "Ancient" road labeled "Road of 1810." bisecting the eastern half portion of the community; and the nearest water way, an unnamed tributary, located approximately 1.8-mile south of the community.

Walnut Park

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the Walnut Park community. Three previously conducted studies have been undertaken within the community, between 1999 and 2008.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the Walnut Park community has been subject to ground disturbance at least as early as 1896 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1952, more than 95% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure. Topographic maps and historic aerials show ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 2.25 miles west of the Los Angeles River, and 10 miles south of the Santa Monica Mountains although topographic maps show ephemeral unnamed drainages traversing the community. Although the community does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community where ephemeral drainages and marsh lands could have deposited sediment during flood events. However, those drainages have been filled and constructed upon since their existence. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 3 miles to the northeast. Additionally, the map illustrates the existence of two "Ancient" roads that generally travel north/northwest-south/southeast through the community; and the nearest water way, an unnamed tributary, located approximately 2.7-miles south of the community.

West Athens-Westmont

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed West Athens community. Nineteen previously conducted studies have been undertaken within the community, between 1975 and 2016.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the West Athens-Westmont community has been subject to ground disturbance at least as early as 1896 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1952, more than 95% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure. Topographic maps and historic aerials show ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 6.5 miles west of the Los Angeles River, and 10 miles south of the Santa Monica Mountains; early topographic maps as well show ephemeral unnamed drainages traversing the community. Although the community does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community where ephemeral drainages and marsh lands could have deposited sediment during flood events. However, those drainages have been filled and constructed upon since their existence. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 2.5 miles to the southwest. Additionally, the map illustrates the existence of an "Ancient" road labeled "New Salt Road 1848-1878." located just over 1.5 miles south of the community; and the nearest water way, an unnamed tributary, located approximately 0.11 miles west of the community.

West Rancho Dominguez-Victoria

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed West Rancho Dominguez community. Nineteen previously conducted studies have been undertaken within the community, between 1977 and 2014.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the West-Rancho Dominguez-Victoria community has been subject to ground disturbance at least as early as 1896 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1952, more than 60% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure; development increased steadily until by at least 1985 the community was more than 95% developed. Topographic maps and historic aerials ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 3.5 miles west of the Los Angeles River, 1.07 miles northeast of the Dominguez Channel, 12 miles southwest of the Transverse Range and 13 miles southeast of the Santa Monica Mountains; Compton Creek traverses through the northeast corner of the community, a pond is located in the central portion of the community near West 135th and South Main Street and early topographic maps show ephemeral unnamed drainages traversing the community. Although the community does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community where ephemeral drainages and marsh lands could have deposited sediment during flood events. However, those drainages have been filled and constructed upon since their existence. Due to significant

development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community as a result of reviewing historic maps and aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 0.25 miles to the southwest. Additionally, the map illustrates the existence of a couple "Ancient" roads, one labeled "New Salt Road 1848-1878" within the community; and the nearest water way, an unnamed tributary, located approximately 0.22 miles to the southwest of the community.

Willowbrook

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, one archaeological resource was identified as existing within the northeast portion of the proposed Willowbrook community; this resource is a prehistoric site. The site record states that subsurface testing was underway in 1969, but the record was not updated to reflect the results. However, based on the site record description, the site appears significant pursuant to CEQA and eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), 29 previously conducted studies have been undertaken within the community, between 1975 and 2014.

Topographic Map and Aerial Photo Review. Based on topographic map and historic aerial analysis, the Willowbrook community has been subject to ground disturbance at least as early as 1896 and the historic record proves, as outlined the historic overview section, development in the area occurred as early as the Spanish Period (1769–1821). By the time of the earliest available aerial, 1952, more than 70% of the community was fully developed with dense urban growth including construction of buildings, roads and associated infrastructure; development increased steadily until by at least 1980 the community was more than 90% developed. Topographic maps and historic aerials ground disturbance of the same nature occurred regularly throughout the community until present day. The community is located approximately 2.11 miles northwest of the Los Angeles River, 4.18 miles west of the Dominguez Channel, 10.95 miles southwest of the Transverse Range, and Compton Creek traverses through the northwest corner of the community. Early topographic maps show ephemeral unnamed streams traversing the community and well as wetlands and marshes. Although the community does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community where ephemeral drainages and marsh lands could have deposited sediment during flood events. However, those drainages have been filled and constructed upon since their existence. Due to significant development over the last 120+ years, the community has a low potential for unknown intact archaeological material deposits to exist and/or be buried under natural sediment; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries were identified within the community as a result of reviewing historic maps and aerials, County records and historic archives. However, as mentioned above, two Native American burials are recorded in the CHRIS database as present within a prehistoric archaeological site located within the north central portion of the community. Specific location of the archaeological site including the two burials as well as the

archaeological site record is on file with the County as a confidential appendix available for review by eligible individuals only.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map does not show a Native American village within the community despite the CHRIS records search revealing a prehistoric archaeological site consistent with a significant habitation site. The nearest village is illustrated to have existed approximately 3.25 miles to the southwest. Additionally, the map illustrates the existence of an "Ancient" road within the eastern portion of the community; the nearest water way, an unnamed tributary, bisects the community from northwest-southeast; and a point of historic interest is labeled as point "21" and located within the southwestern portion of the community. The Kirkman Harriman map key defines "21" as the battlefield site of the "Battle of Los Cuervos" at "Dominguez Rancho" on October 8, 1846, "between U. S. Marines and blue-jackets and native Californians." The Battle of Los Cuervos was a military engagement of the Mexican–American War where Captain José Antonio Carrillo let fifty California troops and successfully held off an invasion of Pueblo de Los Angeles by the United States Marines. Based on what is known of the battle, reference to "native Californians" does not pertain specifically to Native Americans but rather to the Mexican citizens of the area at the time. However, the Mexican population did include Native Americans.

Analysis

The Project is intended to guide growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No specific development is proposed as part of the Project that could directly destroy or adversely change the significance of an archaeological resource pursuant to Section 15064.5. However, implementation of Metro Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing State regulations in place to identify, assess impacts to, and protect archaeological resources. Additionally, the Metro Area Plan includes goals and policies that promote the identification, preservation, and revitalization of cultural and historic resources as described in Section 4.18.2.3, Land Use Changes, Programs and Policies, Goal HP1 and associated policies HP 1.1, HP 1.2 and HP 1.3 would aim to preserve historic resources, which may include archaeological resources, in the Project area. However, even with compliance with applicable regulations, there is a potential to cause a substantial adverse change in the significance of both known and unknown archaeological resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area.

MM-4.5-2 would require that known archaeological resources are appropriately considered prior to implementation of any future project-specific activities. If known archaeological resources are identified or unknown archaeological resources are inadvertently discovered during ground disturbing activities, MM-4.5-2 would require that the archaeological resources are appropriately considered, evaluated and treated. An Archaeological Resources Work Plan (ARWP) would be required, construction worker archaeological resources sensitivity training must be conducted, monitoring would be required in accordance with the ARWP, and protocols for archaeological resources discoveries set forth in a Phase III Archaeological Resources Data Recovery and Treatment Plan must be followed.

While background research, pedestrian surveys, archaeological assessments, evaluations, and avoidance of known resources are common mitigation measures for projects in which there are impacts to known archaeological resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM 4.5-2, potential impacts relative to archaeological resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all archaeological resources where new development may occur.

Threshold 4.5-3 Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The paleontological resources that were identified through the records search and background research conducted for historical resources described in Section 4.5.2.1, Methodology, are summarized below. The following provides a breakdown of paleontological resources identified as a result of the NHMLAC paleontological resources records search, as well as the results of the geological map and paleontological literature review. These results have informed the analysis with respect to where known paleontological resources are located as well as determining areas within which unknown, buried paleontological resources potentially exist. Numerical geological ages are from Cohen et al. (2022).

East Los Angeles

Geological Map Review. According to surficial geological mapping by Dibblee and Ehrenspeck (1989) at a 1:24,000 scale, the East Los Angeles community area is underlain by Holocene (<11,700 years ago), terrestrial alluvial deposits (map unit Qa); Pleistocene (approximately 11,700–2.58 million years ago [mya]) terrestrial alluvial deposits and alluvial gravel deposits (map units Qoa and Qog); the late Pliocene (approximately 2.58–3.6 mya), marine Fernando Formation (map units Tfsc and Tfr); and late Miocene (approximately 5.33 – 11.63 mya), marine unnamed shale (map unit Tush) geological unit.

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, three paleontological resource localities were identified within the proposed East Los Angeles community area. Fossil locality LACM (Los Angeles County Museum) VP (vertebrate paleontology) 3363 produced a fossil horse (*Equus*) from an unnamed, Pleistocene geological unit from an unknown depth below the ground surface (bgs) in Monterey Park (NHMLAC 2022 – Confidential Appendix E-3). LACM IP (invertebrate paleontology) 7679 yielded unspecified invertebrate fossils from an unknown depth bgs in Monterey Park. The NHMLAC indicated the specimens were recovered from the Pico Formation; however, the area is mapped as Pleistocene alluvial deposits, so the specimens were likely collected from a considerable depth bgs. LACM IP 20258 produced fossil invertebrates (*Turritella* and *Naticidae*) from an unknown Pleistocene formation at an unknown depth bgs in Belvedere Gardens (NHMLAC 2022 – Confidential Appendix E-3). In addition to the fossil localities located within the East Los Angeles community, the NHMLAC reported fossil localities near the East Los Angeles community, including a herring (*Xyne*) from Los Angeles just to the north of the East Los Angeles community, as well as a variety of plant, invertebrate and vertebrate fossils (sharks, rays, bony fishes, birds, and marine mammals) from downtown Los Angeles.

Areas of the East Los Angeles community area underlain by mapped, Holocene terrestrial alluvial deposits that have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough

to contain fossils. Areas mapped as Pleistocene, terrestrial alluvial and gravel deposits and areas mapped as late Pliocene and late Miocene, marine geological units have high paleontological sensitivity throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation.

East Rancho Dominguez

Geological Map Review. According to surficial geological mapping by Saucedo et al. (2016) at a 1:100,000 scale, the East Rancho Dominguez community area is underlain by Holocene (<11,700 years ago), terrestrial alluvial deposits (map unit Qya_2).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, one paleontological resource locality was identified within the proposed East Rancho Dominguez community area. Fossil locality LACM IP 7 produced oysters on a fragment of pecten (scallop) from an unnamed, Pleistocene, marine geological unit from 735 feet bgs near Compton, California (NHMLAC 2022 – Confidential Appendix E-3). Additional nearby fossil localities, LACM VP 3266 and 3382, yielded uncatalogued/unspecified vertebrates and a mammoth (*Mammuthus*) from unnamed Pleistocene, terrestrial geological units, respectively. The vertebrates from LACM VP 3266 were recovered at a depth of 15 – 18 feet bgs south of the East Rancho Dominguez community area in the City of Los Angeles, California while the mammoth was recovered from five feet bgs in Compton, California.

Terrestrial, Holocene alluvial deposits have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough to contain fossils. As evidenced by the oysters and scallops reported by the NHMLAC, Pleistocene, marine geological units with high paleontological sensitivity are situated beneath the Holocene and Pleistocene terrestrial geological units.

Florence-Firestone

Geological Map Review. According to surficial geological mapping by Saucedo et al. (2016) at a 1:100,000 scale and Jennings (1962) at a 1:250,000 scale, the Florence-Firestone community area is underlain by Holocene (<11,700 years ago), terrestrial alluvial deposits (map units Qa and Qal).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, no paleontological resource localities were identified as existing within the proposed Florence-Firestone community area; however, they did report nearby fossil localities from Pleistocene, terrestrial geological units from variable depths bgs. Fossil locality LACM VP 7702 produced fish (*Gasterosteus*); snake (*Colubridae*), rodents (*Thomomys*, *Microtus*, *Reithrodontomys*); rabbit (*Sylvilagus*) from an unnamed, Pleistocene, terrestrial geological unit at 30 feet bgs in Bell Gardens, California (NHMLAC 2022 – Confidential Appendix E-3).

Terrestrial, Holocene alluvial deposits have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough to contain fossils.

Walnut Park

Geological Map Review. According to surficial geological mapping by Jennings (1962) at a 1:250,000 scale, the Walnut Park community area is underlain by Holocene (<11,700 years ago), terrestrial alluvial deposits (map unit Qal).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, no paleontological resource localities were identified within the proposed Walnut Park community area; however, they did report nearby fossil

localities from Pleistocene, terrestrial geological units from variable depths bgs. Fossil locality LACM VP 7702 produced fish (*Gasterosteus*); snake (*Colubridae*), rodents (*Thomomys*, *Microtus*, *Reithrodontomys*); rabbit (*Sylvilagus*) from an unnamed, Pleistocene, terrestrial geological unit at 30 feet bgs in Bell Gardens, California (NHMLAC 2022 – Confidential Appendix E-3).

Terrestrial, Holocene alluvial deposits have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough to contain fossils.

West Athens-Westmont

Geological Map Review. According to surficial geological mapping by Dibblee and Ehrenspeck (1989) at a 1:24,000 scale, the West Athens-Westmont community area is underlain by Pleistocene, terrestrial alluvial deposits (map units Qae and Qoa).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, no paleontological resource localities were identified within the proposed West Athens-Westmont community area; however, they did report nearby fossil localities from unnamed Pleistocene, terrestrial geological units. Fossil localities, LACM VP 3266 and 3382, yielded uncatalogued/unspecified vertebrates and a mammoth (*Mammuthus*) from unnamed Pleistocene, terrestrial geological units, respectively. The vertebrates from LACM VP 3266 were recovered at a depth of 15 – 18 feet bgs south on the eastern border of the West Athens-Westmont community area in the City of Los Angeles, California while the mammoth was recovered from five feet bgs in Compton, California.

Terrestrial, Pleistocene alluvial deposits have high paleontological sensitivity, where undisturbed by weathering, human-induced disturbances, and/or bioturbation.

West Rancho Dominguez-Victoria

Geological Map Review. According to surficial geological mapping by Dibblee and Ehrenspeck (1989) at a 1:24,000 scale and Jennings (1962) at a 1:250,000 scale, the West Rancho Dominguez-Victoria community area is underlain by Holocene and Pleistocene, terrestrial alluvial deposits (map units Qa, Qal, Qae, and Qoa).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, no paleontological resource localities were identified within the proposed West Athens-Westmont community area; however, they did report nearby fossil localities from unnamed Pleistocene, terrestrial geological units. Fossil localities, LACM VP 3266 and 3382, yielded uncatalogued/unspecified vertebrates and a mammoth (*Mammuthus*) from unnamed Pleistocene, terrestrial geological units, respectively. The vertebrates from LACM VP 3266 were recovered at a depth of 15 – 18 feet bgs south on the western border of the West Athens-Westmont community area in the City of Los Angeles, California while the mammoth was recovered from five feet bgs in Compton, California.

Terrestrial, Holocene alluvial deposits have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough to contain fossils. Terrestrial, Pleistocene alluvial deposits have high paleontological sensitivity, where undisturbed by weathering, human-induced disturbances, and/or bioturbation.

Willowbrook

Geological Map Review. According to surficial geological mapping by Saucedo et al. (2016) at a 1:100,000 scale, the Willowbrook community area is underlain by Holocene (<11,700 years ago), terrestrial alluvial deposits (map units Qa and Qal).

NHMLAC Paleontological Records Search. As a result of the NHMLAC records search, no paleontological resource localities were identified as existing within the proposed Willowbrook community area; however, they did report nearby fossil localities from unnamed Pleistocene, terrestrial geological units that likely underlie the Holocene alluvial deposits at an unknown depth bgs. Fossil localities, LACM VP 3266 and 3382, yielded uncatalogued/unspecified vertebrates and a mammoth (*Mammuthus*) from unnamed Pleistocene, terrestrial geological units, respectively. The vertebrates from LACM VP 3266 were recovered at a depth of 15 – 18 feet bgs south on the western border of the West Athens-Westmont community area in the City of Los Angeles, California while the mammoth was recovered from five feet bgs in Compton, California. Terrestrial, Holocene alluvial deposits have low paleontological sensitivity on the surface that increases with depth bgs, where sediments become old enough to contain fossils.

Analysis

The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No direct development is proposed, and the Project would not directly destroy or adversely change in the significance of a unique paleontological resource or site or geologic feature. However, implementation of Metro Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing state policies and regulations in place to identify, assess impacts to, and protect unique paleontological or geological resources. Additionally, as described in Section 4.5.2.3, Land Use Changes, Programs and Policies, Goal HP1 and associated policies HP 1.1, HP 1.2 and HP 1.3 would aim to preserve historic resources, which may include paleontological resources, in the Project area. However, even with compliance with applicable regulations and implementation of proposed policies, there is a potential for future projects implemented under the Metro Area Plan to cause a substantial adverse change in the significance of both known and unknown paleontological resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area.

As required under MM-4.5-3project applicants would be required to retain a qualified paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report to determine the potential for fossil recovery.

If potential impacts to paleontological resources are identified, additional requirements may include a Paleontological Resources Recovery Plan, construction worker paleontological resources sensitivity training, paleontological monitoring, and paleontological resources discoveries protocols. Even though background research, paleontological assessments, evaluations, construction monitoring, and avoidance of known resources are common mitigation measures for projects in which there are potential impacts to paleontological resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the state regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with

implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.5-3, potential impacts relative to paleontological resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all paleontological resources where new development may occur.

Threshold 4.5-4 Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Project is intended to guide regional-level growth and development within the identified communities of the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No direct development is proposed, and the Project would not directly disturb any human remains, including those interred outside of formal cemeteries. However, human remains have been identified within and outside formal cemeteries located in some of the communities in the Project area (East Los Angeles and Willowbrook) and there may exist yet unknown/unidentified burials within subsurface soils. Implementation of Metro Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities. Therefore, there is a potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials and those interred outside of formal cemeteries, through the reasonably foreseeable future property development involving ground-disturbing activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing state and local regulations in place to identify, assess impacts to, and protect burials/human remains. All future development projects would be subject to these State and local regulations related to the discovery of human remains during ground-disturbance activities, such as the HSC Section 7050.5, PRC Section 5097.98, and CCR Section 15064.5(e), which outlines the procedures that must be followed when human remains are discovered, as well as County Code Section 2.22.030 that outlines the responsibilities of the County Coroner. Human burials have specific provisions for treatment in accordance with PRC Section 5097, 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. California Health and Safety Code (HSC) Section 7050.5 requires that if human remains are discovered, disturbance of the site must halt and remain halted until the County Coroner has investigated and made recommendations to the person responsible for the excavation, or to his or her authorized representative.

The County Coroner must determine whether the remains are Native American and if yes, must notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the MLD of the human remains. The MLD then has 48 hours to make recommendations regarding the disposition of the remains after notification from NAHC. Therefore, compliance with these regulations would ensure that potential impacts related to the discovery of previously unidentified human remains would be less than significant.

4.5.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, as defined by CEQA, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to

assess potential cumulative cultural resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.5-1. Development of cumulative projects have the potential to cumulatively affect historical resources if such projects adversely alter or demolish historical resources that may be interrelated, such as historical resources that are part of an historic district. Because all historical resources are unique and nonrenewable members of finite classes, projects that demolish or alter certain historical resources have the potential to erode a class of historical resources that could result in a cumulatively significant effect on historical resources.

Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the demolition and alteration of structures, buildings, districts, and/or landscapes constructed during the early settlement days of the region, and continuing to this day. It is then reasonable to expect that future development throughout Los Angeles County would continue this trend, as new development always has the potential to remove or alter historical resources on a project-specific basis. Even with existing federal, state, and local regulations in place designed to protect historical resources, and even with project-specific mitigation designed to reduce impacts to historical resources, it is still possible that adherence to regulations and adoption of all feasible mitigation may not adequately avoid or reduce incremental impacts to historical resources below a level of significance. Compliance with MM-4.5-1 would reduce project-level impacts to the collective resource base by requiring proper treatment and documentation of the affected resources, thereby reducing a project's contribution to cumulative impacts. However, it is possible that a historical resource would need to be demolished or altered in such a way that it would no longer convey its historic significance. Therefore, even with implementation of MM-4.5-1, the Project's incremental contribution to cumulative historical resource impacts could be cumulatively considerable.

Threshold 4.5-2. The development of cumulative projects have the potential to cumulatively affect known and unknown archaeological resources. Because all archaeological resources are unique and nonrenewable resources, projects that demolish or alter certain archaeological resources have the potential to erode a general cultural landscape to which the archaeological resources belong. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of archaeological resources during the early settlement days of the region, and continuing to this day. Therefore, implementation of potential projects under the Metro Area Plan area could result in a cumulatively significant effect on archaeological resources. Cumulative projects located throughout Los Angeles County would have the potential to result in a cumulative impact associated with the loss of archaeological resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a resource would be materially impaired. Even with existing state regulations in place designed to protect archaeological resources, individual archaeological resources would still have the potential to be impacted as a result of new development or redevelopment allowable under cumulative projects and the Project. Therefore, even with implementation of MM-4.5-2, the Project's incremental contribution to cumulative archaeological resource impacts would be cumulatively considerable.

Threshold 4.5-3. Potential cumulative impacts to paleontological resources would result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of paleontological resources during the early settlement days of the region, and continuing to this day. The majority of impacts to paleontological resources are site-specific and are therefore generally mitigated on a project-by-project

basis, as cumulative projects would incorporate individual mitigation for site-specific geological units present on each individual project site. However, cumulative projects located throughout Los Angeles County would have the potential to result in a cumulative impact associated with the loss of paleontological resources through the physical demolition, destruction, relocation, or alteration of a resource. Even with existing state regulations in place designed to protect paleontological resources, individual paleontological resources would still have the potential to be impacted as a result of new development or redevelopment allowable under cumulative projects and the Project. Therefore, even with implementation of MM-4.5-3, the Project's incremental contribution to cumulative paleontological resource impacts would be cumulatively considerable.

Threshold 4.5-4. With existing state and local regulations in place designed to address discovery of human remains, the Project's incremental contribution to cumulative impacts to human remains would not be cumulatively considerable.

4.5.2.6 Mitigation Measures

MM-4.5-1 Historic Architectural Resources. During subsequent project-level environmental review, the County shall determine if any potential historical building, structure, or district is present; conduct records search from applicable data repositories; check GIS "Historical Resource" layer to identify properties listed in/eligible for listing in the National, California and/or County Registers; conduct site inspections, as appropriate; and consider all relevant information available for the property to determine its historical significance.

If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources greater than 45 years of age. The report shall be prepared by an architectural historian meeting the Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The HRA shall include background, archival and historic research; site surveys; detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of County, California Register of Historic Resources (CRHR), and National Register of Historic Places (NRHP) designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable.

If project impacts to historic architectural resources are potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following:

- If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI standards for the Treatment of Historic Properties to reduce or avoid impacts to historic resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI standards.

- If a future project involves the demolition or material impairment of an historical resource that cannot be mitigated through SOI Standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, as appropriate, to the County for review and approval prior to the issuance of any grading permit. The HABS/HAER/HALS documentation shall be prepared by a qualified architectural historian and may include an architectural and historical narrative; archival drawings and/or measured drawings; and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to County Planning and filed with the South Central Coastal Information Center (SCCIC).

MM-4.5-2 Archaeological Resources. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential project impacts to archaeological resources. If necessary, the County shall require applicants for new projects to submit a Phase I Archaeological Report to identify and evaluate archaeological resources that may be impacted by the project. The report must be prepared by a qualified archaeologist meeting Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The report shall include archival search of historic records; records search of applicable data repositories, including CHRIS database; pedestrian surveys; identification of archaeological resources within or near the project site; assessment of potential project impacts to archaeological resources; recommendations for archaeological monitoring, if appropriate; and completion/recordation of the California Department of Parks and Recreation (DPR) 523 forms for all identified archaeological resources, as applicable. A Phase II Archaeological Report for testing and evaluation may be required based on the results and recommendations of the Phase I Report.

If project impacts to archaeological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to archaeological resources. Additional measures may include, but are not limited to, the following:

Archaeological Resources Work Plan. Prior to issuance of grading permit, project applicant shall retain a qualified archaeologist meeting SOI's Professional Qualification Standards to prepare and submit an Archaeological Resources Work Plan (ARWP) to the County for review and approval. The purpose of this plan is to document the actions and procedures to be followed by the project to avoid or minimize impacts to archaeological resources. If potential impacts to tribal cultural resources are identified during project level review (e.g. records search, archaeological reports, AB 52 consultation), the ARWP shall also address tribal cultural resources, in consultation with local Native American tribes. The ARWP shall include, but is not limited to, the following elements:

- A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures.

- Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, location and results.

- Detailed procedures to follow if cultural resources are inadvertently discovered during construction, including stop-work requirement within a 50-foot radius of the find; documentation of all recovered resources on California Department of Parks and Recreation 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local register.

- Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols.

- Methodology for testing and evaluation of archaeological resources encountered.

- Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of County Planning.

- Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies.

Construction Worker Archaeological Resources Sensitivity Training. Prior to the commencement of project ground-disturbing activities, a qualified archaeologist shall present an archaeological resources sensitivity training to project construction personnel. A minimum of two weeks before the training session, the archaeologist shall invite interested Tribes to participate in and present Native American perspectives during the training sessions. The archaeologist shall inform construction personnel about the types of cultural resources that could be encountered; the proper procedures to follow in the event of an archaeological discovery; potential penalties for failing to adhere to applicable laws and regulations; and confidentiality of discoveries. Project applicant shall provide the training agenda, materials and attendance records to the County within five business days of request.

Archaeological Resources Monitoring. During grading and excavation activities, a qualified Archaeological Monitor shall be present to monitor ground-disturbing activities in accordance with the ARWP. Should archaeological resources be encountered, the Archaeological Monitor shall have the authority to halt ground-disturbing activities and immediately notify the Archaeologist of the find. The Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP.

In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities. However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American Monitor shall be required at the outset to monitor all ground-disturbing activities. The Archaeologist and/or Native American Monitor shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the County, SCCIC, and NAHC (if applicable).

Archaeological Resources Discoveries. If archaeological resources are encountered during construction, all ground-disturbing activities shall cease within 50 feet of the find. The Archaeologist can determine, based on the initial assessment of the discovery, whether the 50-foot buffer may be reduced. The Archaeologist shall evaluate the recovered archaeological resources

for significance. If the resource is found significant pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Archaeologist shall develop and oversee the execution of a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility; excavation methodology; and, reporting and curation requirements. The archaeologist shall prepare a final report that includes documentation of all recovered resources, a full evaluation of their significance, and treatment of the recovered resources.

When assessing significance and developing treatment for recovered resources that are Native American in origin, the County shall consult and coordinate with local Native American tribes. The County shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes.

The project applicant shall curate all significant historic- period archaeological material, or portions thereof at the recommendation of the Archaeologist and approval by the County, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.

All reports resulting from implementation of this measure shall be completed and submitted to County Planning for review and approval and filed with the South Central Coastal Information Center (SCCIC).

MM-4.5-3 Paleontological Resources. During subsequent project-level environmental review, the County shall require applicants for new projects to retain a Qualified Paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report that is prepared by a Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP 2010) standards. The report shall include methods and results of the paleontological resources assessment, including review of geological map and paleontological literature; records search through appropriate fossil repositories, including the NHMLA; pedestrian surveys if exposed ground exists within the project site that is underlain by a geologic unit with High or Undetermined Paleontological Resources Sensitivity or Potential or as required by the Qualified Paleontologist; and, if necessary, recommendation for monitoring requirements (including depths, frequency, and reporting) with maps that outline where monitoring is required within the project site. Monitoring shall follow SVP (2010) Guidelines: no monitoring of ground-disturbing activities within units of Low or No Paleontological Resources Sensitivity or Potential and monitoring of all ground-disturbing activities (with depths specified) within units of High Paleontological Resources Sensitivity or Potential,

unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring. For project sites underlain by geological units with Undetermined Paleontological Resources Sensitivity or Potential, monitoring shall occur at the initiation of excavation if the qualified paleontologist deems it necessary based on preconstruction surveys and literature review. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP (2010) Guidelines and determine whether unique geologic features are present onsite.

If project impacts to paleontological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to paleontological resources. Additional measures may include, but are not limited to, the following:

Paleontological Resources Recovery Plan. If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the County for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the recovery plan as approved by the County shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

All reports and plans resulting from implementation of this measure shall be submitted to County Planning and filed with the NHMLA.

Construction Worker Paleontological Resources Sensitivity Training. Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors. The project applicant shall provide the training agenda, materials, and attendance records to the County within 5 business days of request.

Paleontological Monitoring. During grading and excavation activities, a qualified Paleontological Monitor shall be present to monitor the earth-moving activities in accordance with the project paleontological assessment report or the PRRP. Should paleontological resources be encountered, the Paleontological Monitor shall have the authority to halt ground-disturbing activities; and immediately notify the Paleontologist of the find; and inspect, document, and salvage the find as necessary. The Qualified Paleontologist shall prepare and submit a final report summarizing monitoring results to the County and NHMLA.

Paleontological Resources Discoveries Protocols. If fossils are discovered during earthmoving activities, the Paleontological Monitor shall be authorized to halt the ground-disturbing activities within an appropriate buffer area determined by the Paleontological Monitor. The paleontologist shall implement the PRRP and oversee the collection of sediment samples and exposed fossils for processing and evaluation. Any fossils encountered and recovered shall be prepared to the point

of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. The paleontologist shall prepare a final report on the collected fossils. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the County and NHMLA along with field notes and any other supporting documentation.

4.5.2.7 Level of Significance After Mitigation

Threshold 4.5-1. Even with implementation of MM-4.5-1, the Project could indirectly cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5, and even with mitigation, impacts would be **significant and unavoidable**.

Threshold 4.5-2. Even with implementation of MM-4.5-2, the Project could indirectly cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and even with mitigation, impacts would be **significant and unavoidable**.

Threshold 4.5-3. Even with implementation of MM-4.5-3, the Project could indirectly destroy a unique paleontological resource or site or unique geologic feature, even with mitigation, and impacts would be **significant and unavoidable.**

Threshold 4.5-4. Impacts relative to human remains would be **less than significant** due to regulations currently in place.

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Project Boundary

Paleontological Resource Sensitivity

High

Low

Qa: Holocene Terrestrial Alluvial Deposits

Qae: Pleistocene Terrestrial Alluvial Deposits

Qal: Holocene Terrestrial Alluvial Deposits

Qoa: Pleistocene Terrestrial Alluvial Deposits

Qog: Terrestrial Alluvial Gravel Deposits

Qt: Quaternary Nonmarine Terrace Deposits

Tfr: Marine Fernando Formation

Tfsc: Marine Fernando Formation

Tush: Marine Unnamed Shale

SOURCE: Dibblee, California Geological Survey

DUDEK

0 0.7 1.4 Miles

FIGURE 4.5-1

Paleontological Resource Sensitivity

Los Angeles County Metro Area Plan PEIR

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Community Boundaries

Historic Resources

01: J P Walker Co, 3900 E Whiteside Street

02: 4700 E Floral Drive

03: St. Alphonsus, 532 S Atlantic

04: 623 S Atlantic Boulevard

05: Silver Dollar Café, 4945 Whittier Boulevard

06: Washington Mutual East LA, 5301 Whittier Boulevard

07: Amelias Dress Shop, 6039 E Whittier Boulevard

08: Texaco Station, 3963 E Union Pacific Avenue

09: Gas Station, 6333 Whittier Boulevard

10: Tamale Building, 6421 E Whittier Boulevard

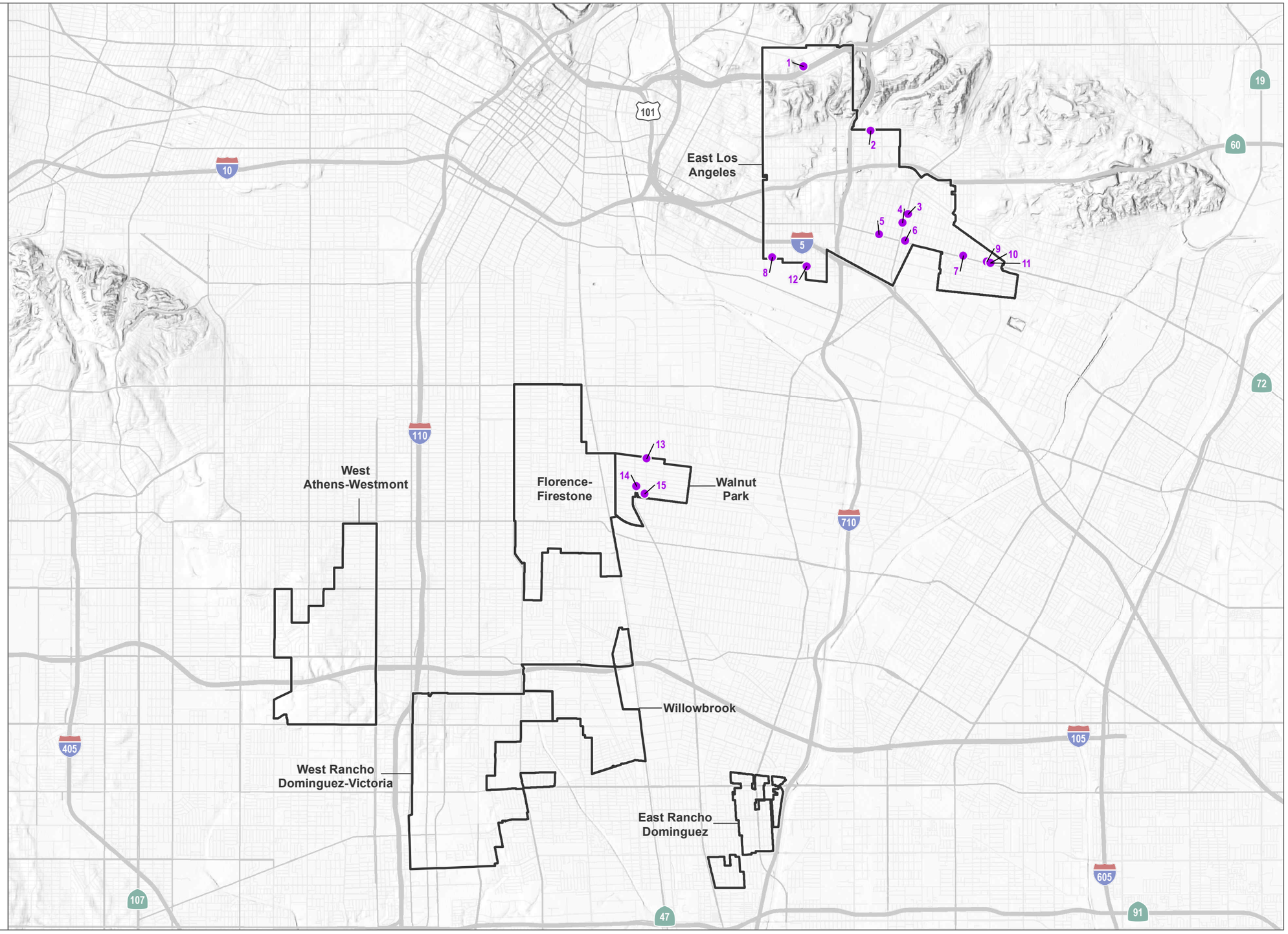
11: Casa Garcia Restaurant, 6421 E Whittier Boulevard

12: 4305 E Triggs Street

13: Tommy's Burgers, 7200 Seville Avenue

14: Walnut Nature Park, 7818 Pacific Boulevard

15: El Sinaloense Restaurant, 7915 Seville Avenue



SOURCE: Open Street Map 2019

DUDEK

0 3,850 7,700 Feet

FIGURE 4.5-2

Historic Resources Subject to Zone Change/Industrial Program

Los Angeles County Metro Area Plan PEIR

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4.6 Energy

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on energy. The analysis includes the existing energy conditions to present the environmental baseline for the Project and an analysis of potentially wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation and compliance with state or local plans for renewable energy or energy efficiency. The analysis is based, in part, on review of information from the California Energy Commission (CEC), California Public Utilities Commission (CPUC), California Air Resources Board (CARB), Environmental Protect Agency (EPA), the transportation impact analysis (Section 4.17, Transportation, of this Recirculated Draft PEIR) and information provided in the following technical appendix:

Appendix C Air Quality and Greenhouse Gas Emissions Modeling, prepared by Dudek

Other sources consulted are listed in Section 4.6.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.6.1 Environmental Setting

4.6.1.1 Regulatory Setting

Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Policy Act of 2005. In January 2005, the Energy Policy Act was signed into law. It addresses energy production in the United States, including energy efficiency, renewable energy, oil and gas, coal, Tribal energy, nuclear matters and security, vehicles and motor fuels, including ethanol, hydrogen, electricity, energy tax incentives, hydropower and geothermal energy, and climate change technology. The Energy Policy Act provides loan guarantees for entities that develop or use innovative technologies that avoid the by-production of greenhouse gases. Another provision of the Energy Policy Act is the Renewable Fuel Standard (RFS), which increases the amount of biofuel that must be mixed with gasoline sold in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased corporate average fuel economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable fuel standard (RFS) (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation (the RFS) requires ever-increasing levels of renewable fuels to replace petroleum (EPA 2017). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of greenhouse gas (GHG) emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation's renewable fuels sector. The updated program ("RFS2") includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

State

Warren-Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974, which created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California's consumers and taxpayers. In 2005, the CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

AB 32 and SB 32

In 2006, the State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted Senate Bill (SB) 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023.The 2022 title standards build on 2019 standards by encouraging electric heat pump technology and use, establish electric-ready requirements when natural gas is installed, expending solar photovoltaic system and battery storage requirements and strengthening ventilation standards to improve indoor air quality (CEC 2022) to improve indoor air quality.

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). CALGreen establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2022 CALGreen standards are the current applicable standards. For nonresidential projects (which the residential portion of the project is subject to), some of the key mandatory CALGreen 2023 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle (EV) charging stations, shade trees, water conserving plumbing fixtures and fittings,

outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law SB 1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation by the state's utilities to those power plants that meet an emissions performance standard jointly established by the CEC and the CPUC.

The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds carbon dioxide (CO_2) per megawatt-hour. This would encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of GHGs;
- Require posting of notices of public deliberations by publicly owned utilities on long-term investments on the CEC website. This would facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the emissions performance standard (EPS) (Perata, Chapter 598, Statutes of 2006).

AB 1493

Adopted in 2002 by the state legislature, Assembly Bill (AB) 1493 ("Pavley" regulations) required that the CARB develop and adopt, no later than January 1, 2005, regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005 and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions."

The EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. On September 24, 2009, CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September 2009 amendments will allow for California's enforcement of the Pavley rule while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles.

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs.

EO S-1-07

Issued on January 18, 2007, Executive Order (EO) S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2-equivalent (CO_2e) grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by

2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the Low Carbon Fuel Standard would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The Low Carbon Fuel Standard is anticipated to lead to the replacement of 20% of the fuel used in motor vehicles with alternative fuels by 2020.

SB 375

In August 2008, the legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see EO S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or alternative planning strategy.

In September 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the SCAG are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG prepared its RTP/SCS, which was adopted by the SCAG Regional Council on April 4, 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035. On June 4, 2012, the CARB executive officer issued an executive order accepting SCAG's quantification of GHG reductions and the determination that the SCS would achieve the GHG emission reduction targets established by CARB. On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS (SCAG 2016), which looks to build on the success of the 2012–2035 RTP/SCS. Targets for SCAG region in the updated plan includes an 8% per capita reduction in GHG emissions from automobiles and light trucks by 2020, an 19% reduction by 2035, and a 21% reduction by 2040 compared with 2005 levels (SCAG 2020).

SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The SCAG 2020–2045 RTP/SCS was adopted on September 3, 2020.

Truck and Bus Regulation, On-Road Heavy-Duty Diesel Vehicles (In-use) Regulation

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM, and NO_x emissions from existing diesel vehicles operating in California. Amendments to this regulation were approved by CARB on April 25, 2014.

The regulation applies to nearly all diesel fueled, dual-fueled, or alternative diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. The purpose of this regulation is to reduce emissions of diesel PM, NO_x, and other criteria pollutants from in-use diesel-fueled vehicles.

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Starting January 1, 2012, heavier trucks were required to meet the engine model year schedule. Fleets that comply with the schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines must be replaced starting in 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule (CARB 2014).

Advanced Clean Car Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2021a). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2021a). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which will consider technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, is anticipated to be presented to CARB for consideration in June 2022. However, as detailed previously, EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revokes California's authority to set its own GHG emissions standards and set ZEV mandates in California. Since California and 22 other states, as well as the District of Columbia and four cities, filed suit against the EPA

and a petition for reconsideration of the SAFE Rule, the ACC II rulemaking's course may vary depending on the results of this ongoing litigation (EPA 2021).

Advanced Clean Trucks Program

The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

EO B-16-12

Governor Brown issued EO B-16-12 on March 23, 2012. The EO requires that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It orders CARB, the CEC, CPUC, and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve the following by 2015:

- The state's major metropolitan areas will be able to accommodate ZEVs, each with infrastructure plans and streamlined permitting
- The state's manufacturing sector will be expanding ZEV and component manufacturing
- The private sector's investment in ZEV infrastructure will be growing
- The state's academic and research institutions will be contributing to ZEV research, innovation and education.

CARB, the CEC, and CPUC, are also directed to establish benchmarks to help achieve the following goals by 2020:

- The state's ZEV infrastructure will be able to support up to one million vehicles
- The costs of ZEV will be competitive with conventional combustion vehicles
- ZEVs will be accessible to mainstream consumers
- There will be widespread use of ZEVs for public transportation and freight transport
- Transportation sector GHG emissions will be falling as a result of the switch to ZEVs
- Electric vehicle charging will be integrated into the electricity grid
- The private sector's role in the supply chain for ZEV component development and manufacturing will be expanding.

Benchmarks are also to be established to help achieve the following goals by 2025:

- Over 1.5 million ZEVs will be on California roads and their market share will be expanding
- Californians will have easy access to ZEV infrastructure
- The ZEV industry will be a strong and sustainable part of California's economy
- California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

On a statewide basis, the EO establishes a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050.

CAP-and-Trade Program

To achieve the goals of AB 32, the *Climate Change Scoping Plan: A Framework for Change* included an early action to develop a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system. The cap-and-trade regulation, which is a key element of California's climate plan, took effect in January 2012 and compliance obligation began in January 2013. The cap-and-trade program sets a statewide limit on sources responsible for 85% of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest-cost options to reduce emissions. The first phase of the cap-and-trade regulation included electricity generated in and imported into California, large combustion sources (i.e., generally those emitting more than 25,000 MT CO_2e per year), and certain industrial sectors. The second phase added providers of transportation fuels and other combustion fuels (e.g., natural gas, propane) to the cap-and-trade program. The regulation requires that emissions generated by these facilities and combustion of fuels be reduced over time under a declining "cap."

Renewable Energy Sources

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% had to come from renewables; by December 31, 2016, 25% had to come from renewables; and by December 31, 2020, 33% will come from renewables.

SB 350 (2015) expanded the RPS because it requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 also states that it is the

policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on non-renewable energy sources would also be reduced.

AB 1007

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the CARB and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Local

The following local/regional regulations pertaining to energy would apply to the Project.

Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015):

Policy AQ 3.2	Reduce energy consumption in County operations by 20 percent by 2015.
Policy AQ 3.3	Reduce water consumption in County operations.
Policy AQ 3.5	Encourage energy conservation in new development and municipal operations.
Policy LU 11.4	Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting storm water retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.
Policy LU 11.8	Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEED-ND).
Policy M 4.15	Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.
Policy M 7.3	Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Policy C/NR 12.1	Encourage the production and use of renewable energy resources.
Policy C/NR 12.2	Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.
Policy PS/F 2.1	Support water conservation measures.
Policy PS/F 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.
Policy PS/F 5.4	Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.

Existing Community-Based Plans and Specific Plans

East Los Angeles 3rd Street Transit Oriented District (TOD) Specific Plan. The East Los Angeles 3rd Street Specific Plan is intended to guide and foster transit-supportive development around the Metro L-Line (formerly Gold-Line) stations, as well as stabilize and enhance the adjoining residential neighborhoods. The East Los Angeles 3rd Street Specific Plan does not include energy-related goals or policies relevant to the Project (County of Los Angeles 2014).

Florence-Firestone Community Plan. With implementation of the Project, the entirety of the Florence-Firestone Community Plan would be reorganized and incorporated into the community chapter of the Metro Area Plan. Overall, the plan seeks to increase the amount and quality of public spaces, ensure that every resident is within easy access of a park space, enhance neighborhood connectivity to parks, and provide greenery throughout the community (County of Los Angeles 2019a). The Florence-Firestone Community Plan does not provide energy goals or policies relevant to the Project (County of Los Angeles 2019a).

Florence-Firestone TOD Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) does not include energy-related goals or policies relevant to the Project (County of Los Angeles 2023a).

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. Through implementation of the Project, the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. The plan does not include energy-related goals or policies relevant to the Project (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. With implementation of the Project, the Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. The plan does not include energy-related goals or policies relevant to the Project (County of Los Angeles 2018).

Los Angeles County Code

Title 31, Green Building Standards Code. Section 100 (Adoption by Reference) of Title 31 (Green Building Standards Code) of the County Code establishes that the 2022 California Green Building Standards Code (discussed above), as published by the California Building Standards Commission, is adopted and incorporated by reference into Title 31 of the County Code. Section 101.4.3.6 (Energy) of Title 31 further establishes that provisions set forth within Part 6 of Title 24 of the California Code of Regulations (i.e., California Energy Code) shall apply to the minimum design and construction of buildings for energy efficiency. The provisions of Title 31 apply to the planning, design,

operation, construction, use, and occupancy of newly constructed building or structure in the County's unincorporated areas. Pursuant to Section 101.4.1.2 (Conflicts with other codes), when the requirements of Title 31 conflict with the requirements of Titles 26 (Building Code), 27 (Electrical Code), 28 (Plumbing Code), 29 (Mechanical Code) or 30 (Residential Code) of the County Code, the most restrictive requirements shall prevail (County of Los Angeles 2022a).

Los Angeles County Climate Action Plans

The County adopted a Community Climate Action Plan (CCAP) in 2015, as part of the Los Angeles County 2035 General Plan (General Plan), to address the County's local GHG reduction goals for 2020 pursuant to AB 32 for unincorporated Los Angeles County. The purpose of the CCAP was to (1) establish a baseline emissions inventory and reduction needed to meet County goals, (2) identify specific actions that would 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. The 2015 CCAP horizon year end in 2020 and will be replaced by the Los Angeles County 2045 Climate Action Plan (2045 CAP).

Through the updated 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045. The Revised Draft 2045 CAP has been posted for a comment period, ending on May 15, 2023 (County of Los Angeles 2022b).

Existing Implementation Programs and Policies

East LA Civic Center Microgrid Program involves the development of an energy resilient microgrid including solar and battery storage to support the East LA Civic Center campus.

4.6.1.2 Existing Environmental Conditions

Electricity

According to the U.S. Energy Information Administration, California used approximately 247,250 gigawatt hours of electricity in 2021 (EIA 2022). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2023).

Southern California Edison (SCE) provides electricity to the unincorporated areas of Los Angeles County. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across Central and Southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in Los Angeles County. According to the California Public Utilities Commission (CPUC), approximately 84 billion kilowatt-hours (kWh) of electricity were used in SCE's service area in 2017. Demand forecasts anticipate that approximately 75 billion kWh of electricity would be used in SCE's service area in 2020 (CPUC 2020).

SCE receives electric power from a variety of sources. According to the 2019 SCE Power Content Label, eligible renewable energy accounts for 35% of SCE's overall energy resources, with geothermal resources at 6%, wind power at 12%, eligible hydroelectric sources at 1%, and solar energy at 16% (SCE 2020). Within Los Angeles County,

annual non-residential electricity use in 2019 was approximately 47 billion kWh per year, while residential electricity use is approximately 20 billion kWh per year (CEC 2021a).

Natural Gas

According to the U.S. Energy Information Administration, California used approximately 2,154,030 million cubic feet of natural gas in 2019 (EIA 2020). The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers account for approximately 35% of the natural gas delivered by California utilities (CPUC 2019). Large consumers, such as electric generators and industrial customers (noncore customers), account for approximately 65% of the natural gas delivered by California utilities (CPUC 2021). CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. California gas utilities may soon also begin receiving biogas into their pipeline systems (CPUC 2021).

The Southern California Gas Company (SoCalGas) provides the County with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas's service territory. The total capacity of natural gas available to SoCalGas in 2020 is estimated to be 3.8 billion cubic feet per day. In 2024, the total capacity available is also estimated to be 3.8 billion cubic feet per day1 (California Gas and Electric Utilities 2020). This amount is approximately equivalent to 3.88 billion thousand British thermal units (kBTU) per day or 38.8 million therms per day. In 2019, SoCalGas delivered approximately 3,048 million therms (304.8 billion kBTU) to Los Angeles County (CEC 2021b).

Petroleum

According to the U.S. Energy Information Administration, California used approximately 681 million barrels of petroleum in 2018, with the majority (584 million barrels) used for the transportation sector (EIA 2021). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.6 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. In California, petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.6.2.

4.6.2 Environmental Impacts

4.6.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with proposed land use changes

1 One cubic foot of natural gas has approximately 1,020 BTUs of natural gas or 1.02 kBTUs of natural gas.

and programs, and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Therefore, since specifics for construction and operation of future development under the Project are not known, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size, as described in Section 4.3.2.1, Methodology of Section 4.3, Air Quality of this Recirculated Draft PEIR. A brief overview of the methodology applied to assess the Project's potential energy-related impacts is provided below:

Electricity and Natural Gas

The estimation of operational electricity and natural gas consumption was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the Project's land uses. The electricity and natural gas use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database.

Petroleum

Potential impacts were assessed through projected traffic trip generation during construction and operation, as provided by the CalEEMod outputs that was prepared for the Project (Appendix C). Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2022). Heavy-duty construction equipment associated with construction activities and haul trucks involved in importing or exporting material to and from the site such as export of demolition material are assumed to use diesel fuel. It is assumed that construction workers would travel in the Project area in gasoline-powered vehicles. Fuel consumption from worker and vendor trips was estimated by converting the total CO_2 emissions from the construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, and vendor/hauling vehicles are assumed to be diesel fueled. The fuel consumption resulting from the Project's operational phase would be attributable to vehicle travel within the Project area. Similar to construction worker and vendor trips, fuel consumption for operation was estimated by converting the total CO_2 emissions from the Project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. The vehicles were assumed to be approximately 82% gasoline powered and 18% diesel powered for the Project.

4.6.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to energy are listed below. A project may have a significant impact if it would:

Threshold 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation.

Threshold 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for 30,968 additional dwelling units, which would result in approximately 108,390 additional Project area residents. The sites affected are currently zoned and/or designated as residential or commercial, and nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e in Chapter 3 of this Recirculated Draft PEIR.
2. Accessory Commercial Units (ACUs) – The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 residentially-zoned corner lots in the Project area may develop ACU's, which would generate approximately 176 new jobs.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, if needed, to inform implementation of the Industrial Program, including rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of energy listed in Section 4.6.1.1, above.

Areawide Goals and Policies

Policy M 3.1 Car Sharing and Carpooling. Support initiatives and programs to expand car sharing and carpooling opportunities.

Policy M 3.2 Circulation Efficiency. Monitor local circulation systems to promote efficient and connective travel across multiple modes of mobility. (Refer to Transit Efficiency,

Multimodal Transportation, and Travel Demand Management policies in the Mobility Element of the General Plan for more information).

Policy M 4.5 Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, 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.

Policy ED 2.2 Encourage facility upgrades to meet environmentally sustainable development and performance standards and provide incentives to attract green businesses and make processes for existing businesses cleaner.

Policy ED 4.1 Incentivize local businesses to encourage employees to use rail, bus, and ride-sharing services.

Policy ED 4.2 Promote the location of key industry clusters and employment hubs near transit-rich areas.

Policy S/CR 3.1 Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Community-Specific Goals and Policies

East Los Angeles

Policy 1.1 Metro L Line Extension. Support the Metro L Line Eastside Extension Phase 2 Project to extend accessibility and connectivity to both the east and south of the community.

Policy 5.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long term economic development and promote equitable outcomes for current residents and local business owners. Commercial corridors include Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

East Rancho Dominguez

Policy 6.1 Metro C Line Connection. Work with Metro to explore opportunities to connect the community to the Long Beach Boulevard Station via transit.

Florence Firestone

Policy 11.1 Transit Station Safety. Work closely with regional agencies and others to increase transit ridership and mode share through an enhanced transit customer experience that addresses safety, station lighting, and visible security measures. The Slauson and Firestone stations have specifically been noted by the public as concerns.

Policy 14.1	Florence Avenue Station Land Uses. Transition land uses in the industrially zoned area near the Florence A Line Station to higher-density job-generating uses that include a mix of commercial, office, research and development, and compatible light industrial development with a pedestrian-oriented urban presence.
Policy 14.2	Development Near Florence Station. Support the development of mixed-use buildings, diverse retail options, and community-service uses adjacent to the Metro Florence A Line station that contribute to the architectural quality of the community.
Policy 15.2	Transit Centers. Promote the areas identified as Transit Centers as land suitable for regional employment and commercial retail uses and complementary uses such as multifamily housing.
Policy 15.3	Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the workforce within industrial areas.

Walnut Park

Policy 18.1	West Santa Ana Branch Transit Corridor Improvements. Support corridor improvements that provide increased Metro A Line access to the community and to Downtown Los Angeles, Gateway Cities, and South Los Angeles, including the proposed station at Florence Avenue and Salt Lake Avenue.
Policy 19.1	Opportunity Areas. Prioritize pedestrian and bicycle infrastructure improvements in Opportunity Areas close to the Florence Station of the Metro A Line, Pacific Boulevard, Florence Avenue, and Seville Avenue that are aligned with the Community Pedestrian Plan and the County's Bicycle Master Plan.
Policy 20.3	Connections to Transit. Prioritize connections in the southwest residential neighborhood to enhance connection to local and regional bus system.

West Athens-Westmont

Policy 23.1	Vermont Transit Corridor. Support opportunities to extend and coordinate service amongst transit lines and transit agencies/providers, like Metro's feasibility study to extend the transit corridor into the South Bay.
Policy 24.1	Pedestrian and Bicyclist Safety. Prioritize pedestrian and bicycle improvements along Vermont Avenue, Normandie Avenue, Imperial Highway, and within the TOD Specific Plan Area.
Policy 25.2	Vermont/Athens Station. Prioritize pedestrian improvements near the Vermont/Athens Station.

Policy 26.1 Connect Southwest LA: A TODLA: A TOD Specific Plan. Support recommendations to implement a safer, pedestrian-friendly, vibrant, and community-inspired and -oriented transit station at the Vermont/Athens Metro C Line (Green) station.

Policy 27.1 Infill Development. Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial land, particularly around the Transit and Neighborhood Center Opportunity Areas

West Rancho Dominguez-Victoria

Policy 29.1 Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

Willowbrook

Goal 34 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy 34.1 Willowbrook TOD Specific Plan. Support recommendations to facilitate mixed use development and increase housing opportunities and neighborhood-serving retail uses, all while improving pedestrian linkages to major community assets like the Kenneth Hahn Plaza, MLK Medical Center, and the Charles R. Drew University of Medicine and Science.

Policy 35.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors, such as Wilmington Avenue that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.

Policy 35.2 Healthcare Services and Office Uses. Encourage neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro A/C Line Station and Opportunity Areas identified as Transit Center, Corridor and Neighborhood Center Opportunities.

Policy 36.1 Transit Centers. Promote the area in the Transit Center as suitable for educational services and health care industries and neighborhood serving retail.

4.6.2.4 Impact Analysis

Threshold 4.6-1 Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation?

Construction Use

Future construction activities that would be reasonably foreseeable due to the proposed land use and policy changes set forth in the Metro Area Plan would increase demands for electricity, natural gas, gasoline, and diesel consumption in the Project area, which are evaluated below.

Electricity

Energy use from construction of future residential, commercial, and industrial development would primarily occur in association with fuel use by vehicles and other equipment to conduct construction activities.

The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. The electricity used for construction activities would be temporary and minimal; it would be within the supply and infrastructure service capabilities of SCE, and it would not require additional local or regional capacity. The electricity demand during construction is anticipated to be minimal as future projects would be built over time during the 12-year planning horizon. The electricity used for any potential future construction activities would be temporary and minimal.

Natural Gas

Natural gas is not anticipated to be required during Project construction because construction of new buildings and facilities typically do not consume natural gas. Peak energy demand specifically applies to electricity; because natural gas (and petroleum) are liquid, these energy resources do not have the same constraints as electricity supply. Nonetheless, any use of natural gas is anticipated to be sufficiently served by existing supply from SoCalGas and would not require additional local or regional capacity. Any minor amounts of natural gas that may be consumed because of construction would be temporary and negligible and would not have an adverse effect.[2]

Petroleum

Heavy-duty equipment associated with construction during development allowed for by the Project would rely on diesel fuel, as would vendor trucks involved in delivery of materials to the individual parcels within the Project area and haul trucks exporting demolition material or other materials off site or importing material. Construction workers would travel to and from each of the parcels within the Project area throughout the duration of construction. Appendix C lists the assumed equipment usage and vehicle trips.

[2] While no natural gas is anticipated to be used during construction as construction equipment is typically diesel-fueled, the possibility of natural gas use is acknowledged in the event a natural gas-fueled piece of equipment is used or a natural gas-fueled hot water boiler is used for pipe relining. However, as noted previously, all equipment was assumed to be diesel-fueled in CalEEMod.

Construction is estimated to occur intermittently over the planning horizon of the Project, which is 12 years. The estimated energy demand from the 8% development scenario was multiplied by the estimated number of years till Project buildout (i.e., 12 years) to estimate the annual petroleum consumption from construction.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.6-1.

Table 4.6-1. Total Proposed Project Construction Petroleum Demand

Project	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons			
Total for one year	184,599	131,392	736,761	907,802
Total over 12 years	2,215,191	1,576,703	8,841,128	10,894.827

Source: Appendix C.

In summary, construction associated with the potential future development facilitated by the Project over 12 years is conservatively anticipated to consume 10,894,827 gallons of gasoline and 12,633,022 gallons of diesel. Each year, it is anticipated that implementation of the Project would consume on average 907,902 gallons of gasoline and 1,052,752 gallons of diesel.[3]

Notably, the Project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual as compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, state, and local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, construction impacts would be less than significant, and no mitigation is required.

Operational Use

Future operation of development that would be reasonably foreseeable due to the proposed land use and policy changes set forth in the Metro Area Plan would increase demands for electricity, natural gas, gasoline, and diesel consumption in the Project area, which are evaluated below.

[3] For disclosure only, by comparison, California as a whole consumes approximately 29 billion gallons of petroleum per year. Countywide total petroleum use by on-road vehicles only (i.e., not including construction off-road equipment) is expected to be 1.4 billion gallons per year in 2030 (EIA 2021).

Electricity

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. CalEEMod was used to estimate project emissions from electricity uses (see Appendix C for calculations). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone. The increase in electricity demand for the future potential buildout of the additional 30,968 dwelling units, 106 ACUs, and 1,724,731 square feet of life science and/or artisan/custom manufacturing space, is presented in Table 4.6-2.

Table 4.6-2. Project Annual Operational Electricity Demand Summary

Land Use	Electricity Demand (mWh/year)
Residential	118.6
Accessory commercial units	1.3
Industrial	12.2
Water/wastewater	45.1
Total Project Electricity Demand	**177.2**

Notes: Appendix C.
mWh = megawatt hours.

As shown in Table 4.6-2, the increase in potential development is estimated to have a total electrical demand of approximately 177 megawatt-hours per year. The energy demand calculations do not consider all the potential future energy-saving regulations and code requirements that are currently unknown for the Project buildout year of 2035. Such as Title 24 2022 standards which would increase the required amount of solar for non-residential spaces compared to the 2019 standards. As such, the Project's electricity use would likely be lower than the calculations presented above. Additionally, the applicable Title 24 standards would further ensure that the energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, impacts would be less than significant.

Natural Gas

The operation of the residential, ACUs and industrial spaces would require natural gas for various purposes, including building heating and cooling, service water heating, and appliances. Default natural gas usage rates in CalEEMod for the proposed land use and climate zone were used. Table 4.6-3 presents the increase in natural gas demand for the future potential buildout of the additional 30,968 dwelling units, 106 ACUs, and 1,724,731 square feet of life science and/or artisan/custom manufacturing space.

Table 4.6-3. Project Annual Operational Natural Gas Demand Summary

Land Use	Natural Gas Demand (mBTU/year)
Residential	279,046
Accessory commercial units	20,200
Industrial	865
Total Project Electricity Demand	**300,111**

Notes: Appendix C.
mBTU = million British Thermal Units.

As shown in Table 4.6-3, the increase in residential, commercial, and industrial space and is estimated to have a total electrical demand of 300,111 million British Thermal Units per year. Any future development facilitated by the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Prior to development at individual parcel sites, applicants would ensure that the proposed development would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Thus, the natural gas consumption related to development facilitated by the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum

During operations, the majority of fuel consumption resulting from the future development facilitated by the Project would involve the use of motor vehicles, as well as fuels used for alternative modes of transportation that may be used by residents, employees and visitors of the future development. Petroleum fuel consumption associated with motor vehicles traveling to and from future development is a function of the VMT as a result of operation of the development of the Project. Fuel estimates for the future potential buildout of an additional 30,968 dwelling units, 106 ACUs, and 1,724,731 square feet of life science and/or artisan/custom manufacturing space are provided in Table 4.6-4.

Table 4.6-4. Project Annual Operational Petroleum Demand Summary

Land Use	Annual VMT	Estimated Annual Fuel Consumption (Gallons)		
		Gasoline	Diesel	Total
Residential	469,161,920	11,401,339	2,191,060	13,592,449
Accessory commercial units	8,546,702	207,661	39,907	247,568
Industrial	24,798,803	602,542	115,793	718,356
			Total Project Petroleum Fuel Demand	**14,558,353**

Notes: Appendix C.
VMT = Vehicle miles traveled.
Totals may not sum due to rounding.

As summarized in Table 4.6-4, the potential buildout of the future development facilitated by the Project would result in annual VMT of approximately 502,592,088 annually and an estimated increase in annual fuel demand of 14,558,353 gallons of petroleum per year. Fuel would be provided by current and future commercial vendors. The Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT or associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Additionally, the general location of the parcels within the rezoning program proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Furthermore, approval of the Project itself, as a policy document update, would not change these regulations related to transportation energy consumption. Therefore, transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant.

Renewable Energy Potential

As part of the Project's planning process, the County considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's anticipated energy demand. Consistent with the CEC's definition of eligible renewables, energy sources that were considered for their potential to power the Project include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location in an urban area and the nature of the Project, there are anticipated considerable site constraints at a parcel level including potential limited land availability, incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed within the Project area. Regarding wind power, due to the urban nature of the Project area parcels and surrounding land uses, wind turbines are generally anticipated to not be feasible as it represents an incompatible use due to the height of the wind turbine blades and the need to avoid nearby obstacles.[4]

Regarding solar power, the future development allowed by the Project is anticipated to include solar power, which at a minimum, is anticipated to be provided for newly built or modified low-rise residential buildings, and non-residential buildings are anticipated to be solar-ready to comply with Title 24 building energy efficiency standards. As solar power technology improves in the future and regulations require additional solar, it is reasonable to assume that additional solar power may be provided to the future development allowed for by the Project. In addition, the potential for installation of battery storage in future developments, if determined to be a feasible and compatible land use of the site, could also be provided, but is unknown at this time of the scale and level of adoption.

In summary, future development under the Project is anticipated to include the onsite renewable energy source (i.e., solar) that is determined to be feasible for the Project area and type of development; however, incorporation of solar energy was not included in the quantification and CalEEMod outputs. Therefore, this analysis provides a conservative assessment of energy use. Further, this analysis assumes that the Project would likely not include the onsite renewable energy sources and are anticipated to be infeasible.

Summary

As explained above, the Project would use renewable energy onsite as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project construction or operation. Impacts would be less than significant.

Threshold 4.6-2 Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Part 6 of Title 24 of the California Code of Regulations and all applicable rules and regulations presented in Section 4.6.2 would reduce energy demand and increase energy efficiency related to future residential development facilitated by the Project. Part 6 of Title 24 of the California Code of Regulations establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically (every 3 years) to incorporate and consider new energy efficiency

[4] A general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011; NREL 2015).

technologies and methodologies. Title 24 also includes Part 11, CALGreen. Furthermore, the Project includes Areawide Metro Area Plan Policies M 3.1, M-3.2, M-4.5, ED-4.1, and ED 4.2, which, if implemented through future development and over time, could lower VMT associated with the Project. Furthermore, Polices ED-2.2, and S/CR 3.1 could reduce energy demand by requiring future projects to incorporate energy efficient development and encouraging facility upgrades in existing developments within the Project area.

Under existing conditions, the East LA Civic Center Microgrid Program is currently ongoing within the Metro Planning Area, which involves the development of an energy resilient microgrid including solar and battery storage to support the East LA Civic Center campus. In addition to the areawide policies discussed above, community-specific goals and polices listed above in Section 4.6.2.3 could lower VMT associated with the Project. The community-specific policies focus primarily on concentrating growth and development around existing Meto light rail stations (e.g., Policies 5.1, 14.1, 14.2, 15.2 27.1, and 35.1), improving access to and connectivity within the existing transit network (e.g., Policies 1.1, 6.1, 18.1, 23.1, and 29.1), promoting walking and biking (e.g., Policies 19.1, 24.1, 25.1, and 29.1), and increasing Meto bus and light rail ridership by increasing efficiency and fostering a safe and attractive transit environment (e.g., Policies 14.1, 14.2, and 15.3). In addition, as described in Chapter 3 of this Recirculated Draft PEIR, the Project includes programs that could contribute to reduced VMT in the Project area. For example, the Project would facilitate the implementation of Program 9, Transit Oriented District (TOD) Eastside Extension Specific Plan, wherein, upon approval by Metro, the County would work to develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project.

Additionally, as discussed in Section 4.8 of this Recirculated Draft PEIR, various existing local plans would reduce energy use including SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, and CARB's Scoping Plan. Furthermore, approval of the Project itself, as a policy document update, would not change these regulations and would not provide any goals, policies, or programs that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

4.6.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative energy impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.6-1. Cumulative projects that could exacerbate the Project's impacts include any projects that could result in wasteful, inefficient, or unnecessary use of energy. As such, existing and projected cumulative development under approved planning documents (e.g., the 2020-2045 RTP/SCS, General Plan, and FFTOD Specific Plan) has been reviewed for consideration of energy efficiency. Buildout of the cumulative study area would be required by the County's Department of Public Works, Building and Safety to conform to current federal, state, and local energy conservation standards, including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743. As a result, the Project, in combination with other reasonably foreseeable projects, would not cause a wasteful use of energy or other non-renewable natural resources. The Project would result in less than significant impacts to energy resources related to wasteful, inefficient, or

unnecessary consumption of energy resources, during Project construction and operation and in the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.6-2. The Project would facilitate development that is consistent with the intent of the SCAG RTP/SCS goals and policies, and the County's General Plan and Housing Element. Further, the Metro Area Plan contains area-wide and community-specific goals and policies that would further support statewide and Countywide efforts for energy efficiency. The Project would result in less than significant impacts related to potential conflicts with state or local plans for renewable energy or energy efficiency, and in the Project's incremental contribution to impacts would not be cumulatively considerable.

4.6.2.6 Mitigation Measures

No mitigation measures are required.

4.6.2.7 Level of Significance After Mitigation

Threshold 4.6-1: The Project would result in **less than significant** environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation.

Threshold 4.6-2: The Project would result in **less than significant** impacts regarding potential conflicts with or obstruction a state or local plan for renewable energy or energy efficiency.

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4.7 Geology and Soils

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on geology and soils. The analysis includes an evaluation of potential impacts related to seismicity, fault rupture, seismically induced ground failure, soil erosion, and unstable soils. A description of the existing geology and soils resources in the unincorporated communities of the Metro Planning Area (Project area) and surrounding areas is also provided in this section to present the environmental baseline for the Project. The analysis is based, in part, on County of Los Angeles Department of Regional Planning (DRP) documents, including the 2014 Los Angeles County General Plan Update Draft Environmental Impact Report (County of Los Angeles 2014a); the 2019 Florence-Firestone Community Plan (County of Los Angeles 2019a); the 2021 Draft Programmatic Environmental Impact Report, Florence-Firestone TOD Specific Plan (FFTOD Specific Plan) (County of Los Angeles 2021a); and the 2021 Program Environmental Impact Report for the Los Angeles County Housing Element Update (County of Los Angeles 2021b). In addition, the analysis is based on publicly available information from the California Geological Survey (CGS), U.S. Geological Survey, Southern California Earthquake Data Center, California Department of Water Resources, and Los Angeles County Department of Public Works, as specified in Section 4.7.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.7.1 Environmental Setting

4.7.1.1 Regulatory Setting

Federal

No federal laws, plans, or policies related to geology and soils are applicable to the proposed Project.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake in Southern California, which was associated with extensive surface fault ruptures that damaged homes, commercial buildings, and other structures. The primary purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings intended for human occupancy on the surface traces of active faults. Structures considered for human occupancy are those that are intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year (14 CFR, Section 3601). The Alquist-Priolo Earthquake Fault Zoning Act is also intended to provide citizens with increased safety and minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Maps are distributed to all affected cities and counties for the controlling of new or renewed construction and are required to sufficiently define potential surface rupture or fault creep. The State Geologist is charged with continually reviewing new geologic and seismic data and revising existing zones and delineating additional earthquake fault zones when warranted by new information.

Local agencies must enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than state law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet. The Alquist-Priolo Earthquake Fault Zoning Act and its regulations are presented in CGS Special Publication 42, Fault-Rupture Hazard Zones in California.

Alquist-Priolo Earthquake Fault Zones traverse the West Athens-Westmont and West Rancho Dominguez-Victoria communities within the Metro Planning Area.

Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (California Public Resources Code [PRC], Sections 2690–2699). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the safety elements of their general plans and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.

Under California PRC, Section 2697, cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Each city or county shall submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval. California PRC, Section 2698, does not prevent cities and counties from establishing policies and criteria that are stricter than those established by the State Mining and Geology Board.

State publications supporting the requirements of the Seismic Hazards Mapping Act include CGS Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, and Special Publication 118, Recommended Criteria for Delineating Seismic Hazard Zones in California. The objectives of Special Publication 117A are to assist in the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations and to promote uniform and effective statewide implementation of the evaluation and mitigation elements of the Seismic Hazards Mapping Act. Special Publication 118 implements the requirements of the Seismic Hazards Mapping Act in the production of Probabilistic Seismic Hazard Maps for the state.

Seismic Hazard Zones are present in the West Athens-Westmont and West Rancho-Dominguez-Victoria communities of the Metro Planning Area.

California Building Code

The state regulations protecting structures from geo-seismic hazards are contained in the California Building Code (CBC) (24 CCR, Part 2), which is updated on a triennial basis. These regulations apply to public and private buildings in the state. The 2022 CBC, effective January 1, 2023, is based on the current (2021) International Building Code and enhances the sections dealing with existing and new structures. Many of the recent CBC and IBC updates are related to enhanced fire-safety measures; however, changes set forth in the 2019 CBC requiring seismic-resistant construction design to meet more stringent technical standards have been retained in the 2022 CBC.

Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include (but are not limited to) the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805 and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2029 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

California Division of Occupational Safety and Health

The Division of Occupational Safety and Health, better known as Cal/OSHA, protects and improves the health and safety of working men and women in California. Cal/OSHA Regulations (Title 8 of the California Code of Regulations, Chapter 4, Division of Industrial Safety, Subchapter 4, Construction Safety Orders, Article 6, Excavations, Section 1541.1, Requirements for Protective Systems), includes protections to avoid excavation cave-ins, design of sloping and benching systems, and design of support systems.

Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as Amended)

For stormwater discharges associated with construction activity in the state, the State Water Resources Control Board has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. In accordance with National Pollutant Discharge Elimination System (NPDES) Phase I Permit requirements, the Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality best management practices (BMPs) designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the State Water Resources Control Board.

Local

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of geology and soils are identified below.

Title 22- Planning and Zoning. Chapter 22.104- Hillside Management Areas, was established to ensure that development preserves and enhances the physical integrity and scenic value of Hillside Management Areas (HMAs), to provide open space, and to be compatible with and enhance community character. These goals are to be accomplished by: (1) locating development outside of HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. The HMA Ordinance and Hillside Design Guidelines (Title 22- Appendix I, Hillside Design Guidelines) implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25 percent or greater natural slopes. The Hillside Design Guidelines are required for development in HMAs, unless exempted under the provisions of the ordinance. In hillside areas with less than 25% percent slope, use of the guidelines is optional but encouraged. A Sensitive Hillside Design Measures Checklist is used by applicants to determine whether the Hillside Design Guidelines would be applicable.

Title 26- Building Code. In addition to the adoption of the CBC by reference, 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 organized as Title 26, Appendix J–Grading, 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. Section J110 of this appendix also contains provisions for construction-related erosion control, including the preparation of cut-and-fill slopes and the implementation of erosion control measures such as check dams, cribbing, riprap, or other devices or methods.

The Building Code also includes seismic safety requirements for certain building types, such as older concrete tilt-up buildings and unreinforced masonry bearing wall buildings (refer to Title 26, Chapters 95 and 96). The stated goal of Chapter 95 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 and provides systematic procedures and standards for identification of such concrete tilt-up wall buildings, and time periods under which these buildings are required to be structurally analyzed and anchored. Where analysis finds deficiencies, this Chapter requires the building to be strengthened or demolished. The purpose of Chapter 96 is to promote public safety and welfare by reducing the risk of death or injury otherwise resulting from earthquake damage to certain buildings constructed before March 20, 1933, which have insufficient resistance to moderate or strong earthquakes.

County of Los Angeles Municipal Separate Storm Sewer System Permit

The Project area is subject to the waste discharge requirements of 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. 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 non-stormwater discharges, and protect receiving waters. The MS4 Permit also includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management, and waste management on construction sites.

Los Angeles County 2035 General Plan

The Safety Element of the County's General Plan provides the following goals and policies potentially relevant to the subject of geology and soils for proposed Project (County of Los Angeles 2022):

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 structures for human occupancy adjacent to active faults unless a comprehensive fault study that addresses seismic hazard risks and proposes appropriate actions to minimizethe risk is approved.
- **Policy S 1.3** Require developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.
- **Policy S 1.4** Support the retrofitting of unreinforced masonry structures and soft-story buildings to help reduce the risk of structural and human loss due to seismic hazards.

The Conservation and Natural Resources Element of the General Plan provides the following goals and policies potentially relevant to the subject of geology and soils for the proposed Project.

Goal C/NR 13 Protect visual and scenic resources.

- **Policy C/NR 13.5** Encourage required grading to be compatible with the existing terrain.
- **Policy C/NR 13.8** Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Existing Community Based Plans and Specific Plans

The East Los Angeles 3rd Street Specific Plan (County of Los Angeles 2014b), Florence-Firestone TOD Specific Plan (FFTOD Specific Plan; County of Los Angeles 2021a), Connect Southwest LA Specific Plan (County of Los Angeles 2019b), and Florence-Firestone Community Plan (County of Los Angeles 2019a) do not contain any policies or goals that address geology and soils.

4.7.1.2 Existing Environmental Conditions

Regional Geology

Physiography

The Metro Planning Area is located within the Transverse Ranges Geomorphic Province, which is a band of east-west trending mountains and valleys that generally vary from 30 to 100 miles in width and span roughly 250 miles, from Point Arguello in Santa Barbara County on the west to the San Bernardino Mountains on the east. The east-west orientation of this province marks a change from the general northwesterly trends of the Peninsular Ranges Province to the south and the northwesterly grain of the California Coast Ranges and the Great Valley to the north. 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 overlie 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 also within the province (Los Angeles County 2014a, 2021a).

The Metro Planning 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 perimeter. The basin sediment consists of alluvium deposited over millions of years. The Metro Planning Area is in the central portion of the Los Angeles Basin, which is underlain by over 1,000 feet of alluvial 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 (County of Los Angeles 2021a).

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 Metro Planning Area (Los Angeles County 2021a).

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 north or east side of the fault moves right and the south or west side moves left; and reverse faulting, where the rock layer above the fault moves up (Los Angeles County 2021a).

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 (i.e., strike-slip) 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 2021a).

The CGS classifies faults as:

- Holocene-active faults, which are faults that have moved during the past approximate 11,700 years. These faults are capable of surface rupture and are also known as active faults.
- Pre-Holocene faults, which are faults that have not moved in the past 11,700 years. This class of fault may be capable of surface rupture but is not regulated under the Alquist-Priolo Special Studies Zones Act of 1972. Pre-Holocene faults are also known as potentially active faults.
- Age-undetermined faults, which are faults where the recency of fault movement has not been determined (CGS 2018). Age-undetermined faults are also known as inactive faults.

This fault classification is consistent with criteria of the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (see Section 4.7.1. Regulatory Setting, for information about this act).

Most of the larger earthquakes in the region have been associated with large surface faults, such the 1971 San Fernando Earthquake, which occurred on the San Fernando Fault Zone, and the 1933 Long Beach Earthquake, which occurred on the Newport-Inglewood Fault Zone. The latter fault zone is marked by a northwest trending zone of faults and folds that form a chain of low eroded scarps and elongated hills and terraces, which extend from Newport Bay to Beverly Hills. Several moderate to large earthquakes in the region have also occurred on deep-seated buried thrust faults, such as the 1994 Northridge earthquake and the 1987 Whittier Narrows earthquake.

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 provided for the delineation of Earthquake Fault Zones along known active surface faults. Earthquake Fault Zones have been delineated along the Newport-Inglewood Fault Zone in the West Athens-Westmont and West Rancho Dominguez-Victoria communities of the Metro Planning Area, as shown on Figure 4.7-1, Active Fault Zones, which depicts several segments of the Holocene-active Newport-Inglewood Fault Zone within the 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. Liquefaction typically occurs in areas with depths to groundwater of less than 50 feet. Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. 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. Potentially liquefiable soils have been identified in all of the Metro Planning Area communities except West Athens-Westmont, as shown on Figure 4.7-2, Liquefaction Zones (CGS 2021a).

Landslides

The propensity for landslides (earthquake-induced or non-earthquake induced) is greatest in hilly areas with steep slopes and bedrock or soils that are prone to mass movement. Landslides occur as falls, topples, spreads, slides, or flows. Falls are masses of soil or rock that dislodge from steep slopes and free-fall, bounce, or roll downslope. Topples move by the forward pivoting of a mass around an axis below the displaced mass. Lateral spreads occurs in association with liquefaction, as described above. Slides displace masses of material along one or more discrete planes. In rotational sliding, the slide plane is curved and the mass rotates backwards around an axis parallel to the slope, whereas in transitional sliding the failure surface is more or less planar and the mass moves parallel to the ground surface. Flows mobilize as a deforming, viscous mass without a discrete failure plane. More than one form of movement may occur during a failure, in which case the movement is classified as complex if movements occur sequentially and composite if they do not occur sequentially.

As illustrated on Figure 4.7-3, Landslide Zones, potential landslide zones are only present in the northern, Repetto Hills portion of East Los Angeles, where the topography is locally steep. Slopes in excess of 25% in East Los Angeles are also considered County HMAs. Similarly, HMAs are locally present in West Athens-Westmont, in the vicinity of Highway 105. The topography throughout the remainder of the Metro Planning Area communities is relatively flat to gently sloping.

Regional Subsidence

Land subsidence is a settling or sudden sinking of a geological surface due to subsurface movement of earth materials. The principal causes of subsidence in California are aquifer-system compaction, drainage and decomposition of organic soils, and oil and gas extraction. Effects of land subsidence include damage to buildings and infrastructure such as roads and canals, increased flood risk in low-lying areas, and lasting damage to groundwater aquifers and aquatic ecosystems. Based on a review of a USGS subsidence map, the Project area is not in an area of regional ground subsidence (USGS 2021).

Expansive Soil

Expansive soils are those in which soils with high clay content are prone to expansion when wet and contraction when dry, known as “shrink-swell,” which can result in damage to building foundations, pavement, and underground utilities. These soils can disrupt supply lines (i.e., roads, power lines, railways, and bridges) and damage structures. Patios, driveways, and walkways may also crack and heave as the underlying expansive soils become wet and swell. Clay-rich, expansive soils are common and located throughout the Project area.

Local Geology

The following are summaries of geologic conditions specific to each of the Metro Planning Area communities.

East Los Angeles. As illustrated in Figure 4.7-1, Active Fault Zones, an unnamed, concealed (i.e., not visible at the surface), pre-Holocene, potentially active fault traverses East Los Angeles; however, no Holocene active faults or Alquist-Priolo Earthquake Fault Zones traverse the community. As illustrated in Figure 4.7-2, Liquefaction Zones, potential liquefaction zones are present in the northern portion of East Los Angeles. The topography of most of the community is relatively flat to gently sloping; however, the Repetto Hills in the northern portion include localized steep slopes. As illustrated in Figure 4.7-3, Landslide Zones, some of these hillsides are potentially prone to landslides. In addition, many of these slopes have been designated as potential seismically induced landslide zones

by the CGS and would be considered County HMAs, which are defined as areas with 25% or greater natural slopes (CGS 2021a, 2021b; County of Los Angeles 2021b). Soil erosion is a function of slope steepness, amount of vegetation, and soil type. Soil erosion can be accelerated beyond natural rates in areas with depleted plant cover. Loose sandy soils are also more susceptible to erosion than firm, clay rich soils. As illustrated on Figure 4.7-4, Prominent Soils, the flat-lying areas of East Los Angeles are mostly underlain by Ramona loam, with lesser amounts of Placentia loam and Yolo clay loam in broad drainage areas. Soils in the Repetto Hills portion of the community consist primarily of Altamont clay loam (County of Los Angeles 2021b).

East Rancho Dominguez. As illustrated in Figure 4.7-1, Active Fault Zones, no potentially active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse East Rancho Dominguez. As illustrated in Figure 4.7-2, Liquefaction Zones, the entire community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide Zones the topography of most of the community is relatively flat to gently sloping and includes no potential landslide areas or County HMAs (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, the majority of East Rancho Dominguez is underlain by Hanford fine sandy loam. The southeastern portion, adjacent to the Los Angeles River, is underlain by Tujunga fine sandy loam (County of Los Angeles 2021b).

Florence-Firestone. As illustrated in Figure 4.7-1, Active Fault Zones, no potentially active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse Florence-Firestone. As illustrated in Figure 4.7-2, Liquefaction Zones, with the exception of the northeast corner, the entire community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide , the topography of most of the community is relatively flat to gently sloping and includes no potential landslide areas or County HMAs (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, the majority of Florence-Firestone is underlain by Hanford fine sandy loam. However, much of the southern portions of the community is underlain by Chino silt loam (County of Los Angeles 2021b).

Walnut Park. As illustrated in Figure 4.7-1, Active Fault Zones, no potentially active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse Walnut Park. As illustrated in Figure 4.7-2, Liquefaction Zones, the entire community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide Zones, the topography of most of the community is relatively flat to gently sloping and includes no potential landslide areas or County HMAs (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, all of Walnut Park is underlain by Hanford fine sandy loam (County of Los Angeles 2021b).

West Athens-Westmont. As illustrated in Figure 4.7-1, Active Fault Zones, strands of the Holocene active Newport-Inglewood Fault Zone traverse the south-central portion of West Athens-Westmont. This fault zone has been designated as an Alquist-Priolo Earthquake Fault Zone. No potentially active faults have been identified in this community. As illustrated in Figure 4.7-2, Liquefaction Zones, none of West Athens-Westmont is in a potential liquefaction zone. The southern portion of the community, in the vicinity of the Newport-Inglewood Fault Zone, consists of the Rosecrans Hills. The topography in these hills is predominantly gently sloping; however, County HMAs are locally present in the vicinity of Highway 105. As illustrated in Figure 4.7-3, Landslide Zones, no landslide prone areas, including seismically induced landslide areas, have been identified in these hills. The topography of the northern portion of West Athens-Westmont is relatively flat to gently sloping (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, the majority of West Athens-Westmont is underlain by Ramona loam, with lesser amounts of Montezuma clay adobe soils (County of Los Angeles 2021b).

West Rancho Dominguez-Victoria. As illustrated in Figure 4.7-1, Active Fault Zones, the Holocene active Newport-Inglewood Fault Zone traverses the central portion of West Rancho Dominguez-Victoria. This fault zone has been

designated as an Alquist-Priolo Earthquake Fault Zone. No potentially active faults have been identified in this community. As illustrated in Figure 4.7-2, Liquefaction Zones, a small area in the eastern portion of the community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide Zones, the topography within West Rancho Dominguez-Victoria is relatively flat to gently sloping. No County HMAs or landslide prone areas, including seismically induced landslide areas, have been identified in these hills (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, the majority of West Rancho Dominguez-Victoria is underlain by Ramona loam, with lesser amounts of Chino silt loam in the eastern portions of the community (County of Los Angeles 2021b).

Willowbrook. As illustrated in Figure 4.7-1, Active Fault Zones, no potentially active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse Willowbrook. As illustrated in Figure 4.7-2, Liquefaction Zones, the entire community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide Zones, the topography of most of the community is relatively flat to gently sloping and includes no potential landslide areas or County HMAs (CGS 2021a, 2021b; County of Los Angeles 2021b). As illustrated on Figure 4.7-4, Prominent Soils, Willowbrook is underlain by Hanford fine sandy loam and Chino silt loam (County of Los Angeles 2021b).

4.7.2 Environmental Impacts

4.7.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis evaluates the Project's potential impacts with regard to geologic and soils, taking into account state-mandated construction methods, as specified in California Safety and Health Administration regulations (Title 8 of the California Code of Regulations), the Los Angeles County Building Code (Title 26), and the CBC (24 CCR, Part 2), as described in Section 4.7.1.1, Regulatory Setting.

The analysis below has been written against the backdrop of CEQA case law addressing the scope of analysis required in EIRs for potential impacts resulting from existing environmental hazards such as geological hazards in the vicinity of a site for a proposed project. In California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 377 ("CBIA"), the California Supreme Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." (Italics added.) For this reason, the court found the following former language from CEQA Guidelines Section 15126.2, subdivision (a), to be invalid: "[A]n EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there." (Id. at p. 390.)

The court did not hold, however, that CEQA never requires consideration of the effects of existing environmental conditions on the future occupants or users of a proposed project. But the circumstances in which such conditions may be considered are narrow: "when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions." (Id. at pp. 377-378, italics added.) Because this exception to the general rule would presumably never apply to existing seismic hazards, the court concluded that this particular topic was outside the scope of CEQA. (Id. at p. 390.) These considerations are reflected in the significance thresholds set forth below, which consider the extent to which the proposed project would "[d]irectly or indirectly cause potential substantial adverse effects[.]"

The method used to determine significance of potential impacts is a comparison of the general areas for the proposed Project's rezoning program against the location of seismic hazards, such as active fault zones, landslide zones, and liquefaction zones. If areas proposed for rezoning are located within an Alquist-Priolo Earthquake Fault Zone, the CBC and Los Angeles County Building Code would require that a project-specific fault investigation be completed for new construction, or major renovations, to mitigate any potential fault-related hazards. Similarly, regardless of whether the rezoned area is located in an area of potential liquefaction or seismically induced landslides, a project-specific geotechnical investigation would be required for new construction or major renovations. However, seismic-, faulting-, and landslide-related impacts would only be considered significant in the event that Project-related construction or operation causes, or exacerbates the potential for faulting/ seismicity/landslides to occur.

Similarly, for a determination of significance of impacts unrelated to seismic hazard zones (e.g., subsidence, expansive soils, collapsible soils), the analysis considers the proposed Project's buildout with respect to compliance with existing CBC and Los Angeles County Building Code regulations. However, non-seismic related geologic/soils impacts would only be considered significant in the event that Project-related construction or operation causes, or exacerbates the potential for such impacts to occur.

4.7.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to geology and soils are listed below. A project may have a significant impact if it would:

Threshold 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction and lateral spreading.

iv. Landslides

Threshold 4.7-2: Result in substantial soil erosion or the loss of topsoil.

Threshold 4.7-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Threshold 4.7-4: Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.

Threshold 4.7-5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Threshold 4.7-6: Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104).

4.7.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[1] The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location

[1] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development. A small number of candidate parcels (less than 10) are currently vacant or partially vacant.

The Metro Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Similarly, the Industrial Program only identifies candidate parcels that already support industrial development and/or are zoned/designated for industrial use. Potential future development would predominantly consist of infill development within previously disturbed and/or developed parcels.

Areawide Goals and Policies

There are no proposed areawide goals and policies related to geology and soils.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of geology and soils.

4.7.2.4 Impact Analysis

Threshold 4.7-1(i) 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 fault? Refer to Division of Mines and Geology Special Publication 42.

As illustrated in Figure 4.7-1, Active Fault Zones, Alquist-Priolo Zones that have been designated along segments of the Newport-Inglewood Fault Zone traverse the West Athens-Westmont and West Rancho Dominguez-Victoria communities within the Metro Planning Area. These Alquist-Priolo Zones extend from Beverly Hills (on the north) to offshore Newport Beach (on the south). The 1933 Long Beach Earthquake occurred on the Newport-Inglewood Fault Zone. Although two Alquist-Priolo Zones traverse the West Athens-Westmont community, the Industrial Program does not identify any candidate parcels in that area, and the proposed new mixed use or residential zones do not overlap with the fault zones. Similarly, although an Alquist-Priolo Zone traverses the West Rancho Dominguez-Victoria community, the proposed mixed use or residential zones do not overlap with the fault zone.

However, as illustrated on Figure 4.7-5, West Rancho Dominguez-Victoria Faulting, the Industrial Program's candidate parcels in that community would partially occur within an Alquist-Priolo Zone. In addition, ACUs could be located within corner lots of any of the residential areas within the West Athens-Westmont and West Rancho

Dominguez-Victoria communities and, as a result, could potentially be located within an Alquist-Priolo Zone. Although single-family dwellings not exceeding two stories and not part of a development of four or more dwellings would be exempt from the provisions of the Alquist-Priolo Earthquake Fault Zoning Act, construction of a new ACU within an Alquist-Priolo Zone would potentially be subject to the Alquist-Priolo Earthquake Fault Zoning Act. As previously discussed, the primary purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings intended for human occupancy on the surface traces of active faults. A structure for human occupancy is any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year. This occupancy rate is equivalent to a person working full-time (40 hours per week), for 50 weeks per year. The Alquist-Priolo Earthquake Fault Zoning Act is also intended to provide citizens with increased safety and minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

Local agencies must enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than state law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings would not be constructed across active faults. If a Holocene-active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault. Structural setbacks from the fault are based on the recommendations of the project geologist, but are typically a minimum of 50 feet. The setbacks must be sufficient to account for both Holocene-active fault traces and fault-related ground deformation.

State and local regulations related to geotechnical investigations are required, and the CBC requires seismic-resistant construction design to meet stringent technical standards. Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include (but are not limited to) the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805 and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2022 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). Future development would be subject to the County building plan check review process, which would ensure that the development would comply with the CBC and County building code requirements as well as the Alquist-Priolo Earthquake Fault Zoning Act.

Further, Policy S 1.2 of the County's General Plan Safety Element prohibits the construction of structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

In addition, as discussed in Section 4.7.2.1, Methodology, with respect to CEQA, it is a project's impact on the environment—and not the environment's impact on a project—that compels an evaluation of how future residents or users could be affected by an on-site active fault. In summary, future siting of buildings would have to comply with the Alquist-Priolo Earthquake Fault Zoning Act, which is intended to prevent construction of buildings for human occupancy on top of traces of active faults. In addition, future developments would be required to go through County building plan check review to ensure compliance with state and County building code requirements. Compliance

with requirements of building code for structural safety during seismic event would reduce fault hazards to less than significant. With compliance with existing regulations, including compliance with the state and County building codes, future development under the Metro Area Plan would not cause, or exacerbate the potential for fault rupture to occur. Therefore, the proposed Project 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 a result, impacts would be less than significant.

Threshold 4.7-1(ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

All of the Metro Planning Area communities are located in a seismically active part of southern California, with numerous Holocene-active faults in the Los Angeles area, including the Newport-Inglewood Fault Zone, which traverses the southern portion of the Metro Planning Area. The Project is a policy document that does not propose any new development, but as described above, would result in the reasonably foreseeable future construction of new buildings. Strong seismically induced ground shaking can be expected to affect future development built on candidate parcels currently identified under the proposed Indutrial Program, parcels proposed for rezoning/redesignation to accommodate new housing, and on corner-residential lots permitted to construct ACUs. Conformance with the CBC and Los Angeles County Building Code would reduce impacts to new development associated with strong seismically induced ground shaking to the maximum extent practicable, under currently accepted engineering practices.

The CBC sets forth structural design parameters for buildings to withstand seismic shaking without substantial structural damage. Section 1803 of the CBC requires preparation of a site-specific geotechnical investigation to assess the degree of potential seismic hazards and recommend appropriate design/mitigation measures. The Los Angeles County Building Code implements the 2022 CBC and contains standards and regulations relating to seismic safety and construction standards for building foundations. Conformance with the CBC, as required by state law, and the County Building Code, would minimize the potential for damage of new structures and their foundations. The continuation of design review and code enforcement to meet current seismic standards is the primary mitigation strategy to avoid or reduce damage from an earthquake. Further, Policy S 1.4 of the County's General Plan Safety Element is intended to help reduce risks of structural and human losses due to seismic hazards by supporting retrofitting of unreinforced masonry structures and soft-story buildings. In addition, future developments would be required to go through County building plan check review to ensure compliance with state and County building code requirements. The building plan check review also includes a detailed, site-specific geotechnical investigation that would calculate the seismic design parameters to reduce hazards to people and structures arising from ground shaking. . As a result, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant.

Threshold 4.7-1(iii) 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 and lateral spreading?

Potentially liquefiable soils have been identified in all of the Metro Planning Area communities except West Athens-Westmont (see Figure 4.7-2, Liquefaction Zones). As discussed under Threshold 4.7-1(ii), the Project does not propose any new development. However, strong seismically induced ground shaking and ground failure, including

liquefaction, lateral spreading, and differential settlement, can be expected to affect potential development on candidate parcels identified under the Indutrial Program, parcels proposed for rezoning/redesignation to accommodate new housing, and on corner-residnetial lots in association with ACUs. Conformance with the CBC and the County Building Code requirements would reduce impacts associated with seismic-related ground failure within these potential development areas of the Metro Area Plan to the maximum extent practicable, under currently accepted engineering practices. Standard geotechnical engineering procedures, soil testing, and proper design can identify and mitigate liquefiable soils. By using the most up-to-date standards, potential damage related to liquefaction and lateral spreading, including differential settlement, would be minimized such that less than significant impacts would occur. These engineering practices could include densification of soils, soil reinforcement, and drainage/dewatering to reduce pore water pressure within the soil. Further, Policy S 1.3 of the County's General Plan Safety Element requires developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards. In addition, given the nature of the residential, commercial, and industrial uses, future development would not cause or exacerbate the potential for seismically related ground failure to occur. As a result, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure. Impacts would be less than significant.

Threshold 4.7-1(iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The propensity for landslides (earthquake-induced or non-earthquake induced) is greatest in hilly areas with steep slopes and bedrock or soils that are prone to mass movement. As illustrated on Figure 4.7-3, Landslide Zones, potential landslide zones are only present in the northern, Repetto Hills portion of East Los Angeles, where the topography is locally steep. Slopes in excess of 25% in East Los Angeles are also considered County HMAs. Similarly, HMAs are locally present in West Athens-Westmont, in the vicinity of Highway 105. The topography throughout the remainder of the Metro Planning Area communities is relatively flat to gently sloping. Comparing Figure 4.7-3, Landslide Zones, with Figure 3-1a, Proposed Zoning, East Los Angeles, Figure 3-2a, Proposed General Plan Land Use, East Los Angeles, and Figure 3-3a, Proposed Industrial Land Use Strategy Program, East Los Angeles, no residential, mixed-use, or potential industrial development would be located in areas subject to landslide hazards. Similarly, the proposed Industrial Program and rezoning/redesignation to support mixed-use and residential development would not effect any sites along Highway 105 in West Athens-Westmont. With respect to future redevelopment and/or new construction in residential areas on gently sloping topography, compliance with the CBC and County Building Code related to grading, including completion of a standard geotechnical investigation, would minimize the potential for slope instability to occur such that less than significant impacts would occur. However, ACUs could be located within the residential area in the northern Repetto Hills portion of East Los Angeles, which is a potential landslide zone and HMA. Similarly, ACUs could be constructed within HMAs in West Athens-Westmont.

In the absence of proper grading and excavation techniques, excavating into a hillside during construction of an ACU could potentially trigger a landslide, which in turn could endanger people and property in the vicinity of the site. However, in compliance with the CBC and County Building Code, new construction of ACUs on hillsides, including those within a potential landslide zone, would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction of ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design

techniques. In hillside areas with less than a 25% slope, use of the guidelines is optional but encouraged. The County provides a Sensitive Hillside Design Measures Checklist, used by applicants to determine whether the Hillside Design Guidelines would be applicable. Further, Policy S 1.3 of the County's General Plan Safety Element requires developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.

As a result, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts are considered less than significant.

Threshold 4.7-2 Would the project result in substantial soil erosion or the loss of topsoil?

Although the Project area communities consist primarily of developed urban land uses, future construction activities on proposed Industrial Program candidate parcels, proposed residential/mixed use parcels, and in association with new ACUs, 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. For projects disturbing more than one 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, straw wattles, and covering of 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 Metro Area Plan that disturb less than one 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 minimize impacts related to erosion and loss of topsoil during construction of specific developments completed under the Metro Area Plan, resulting in less than significant impacts. Additionally, in accordance with existing implementation programs, such as the West-Vermont Avenue Green Alley Project and other County-approved green street and green alley projects, the County will continue to construct "green infrastructure" in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023). Continued implementation of these programs will minimize the potential for soil erosion.

With respect to operations, the Project area is predominantly developed with very few pervious (undeveloped) surfaces. As such, future Project-facilitated development and redevelopment projects on proposed Industrial Program candidate parcels, residential/mixed-use parcels, and on corner-residential lots in association with new ACUs, would generate little increase in runoff relative to the existing drainage system. Therefore, the chance of soil erosion and topsoil loss occurring during operation of new developments is low. Compliance with the County's Low Impact Development Standards require future development projects under the Metro Area Plan qualifying as a new development or a redevelopment project would be designed to reduce off-site runoff rates and promote rainwater harvesting, thereby reducing erosion and hydrologic impacts downstream. As a result, the proposed Project would not result in substantial soil erosion or the loss of topsoil and impacts would be less than significant.

Threshold 4.7-3 Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As described above, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, lateral spreading, collapse, or landslides.

Development of future projects on proposed Industrial Program candidate parcels, residential/mixed-use parcels, and corner-residential lots in association with new ACUs would be completed in conformance with the CBC and Los Angeles County Building Code, which would minimize seismic- and slope stability-related impacts, under currently accepted engineering practices, such that impacts would be less than significant. Grading and construction would be completed in accordance with recommendations of a project-specific geotechnical report, which would mitigate any potential issues related to ground failure. In addition, the Metro Area Plan Area is not characterized as being within an area of regional ground subsidence. Although future development completed as part of the Metro Area Plan may be located on a geologic unit or soil that is unstable, compliance with current building codes would minimize any geologic impacts. In addition, future development sites would not become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

Threshold 4.7-4 Would the project be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?

Future development on proposed Industrial Program candidate parcels, residential/mixed-use parcels, and on corner-residential lots in association with new ACUs could occur on soil types that pose constraints to structural development. Expansive soils is one example in which soils with high clay content are prone to expansion and contraction, known as "shrink-swell," which can result in damage to building foundations, pavement, and underground utilities. These soils can disrupt supply lines (i.e., roads, power lines, railways, and bridges) and damage structures. Patios, driveways, and walkways may also crack and heave as the underlying expansive soils become wet and swell. These soils are undesirable for use as engineered fill or subgrade directly underneath foundations or pavement, and must be replaced with non-expansive engineered fill or require treatment to mitigate their expansion potential. Grading and construction would be completed in accordance with recommendations of a project-specific geotechnical report during building plan check review, which would mitigate any potential issue related to expansive soils. Therefore, although the proposed Project could potentially result in future development on properties with soil constraints, such as expansive soils, with incorporation of standard geotechnical engineering, in compliance with the Los Angeles County Building Code and CBC, the Metro Area Plan would not create substantial direct or indirect risks to life or property and impacts would be less than significant.

Threshold 4.7-5 Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

As described in the Sanitary Sewer Infrastructure Memorandum (Appendix J of this PEIR), the communities within the Metro Area Plan are served by public sanitary sewer systems. Future developments pursuant to implementation of the Project would similarly include connections to sanitary sewers and would not use onsite or alternative wastewater treatment systems. As a result, no impacts would occur.

Threshold 4.7-6 Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

HMAs are defined as areas with 25% or greater natural slopes. County HMAs are located in the Repetto Hills, in the northern portion of East Los Angeles, where the topography is locally steep. Similarly, HMAs are locally present in West Athens-Westmont, in the vicinity of Highway 105. The topography throughout the remainder of the Plan Area communities is relatively flat to gently sloping. Comparing Figure 4.7-3, Landslide Zones, with Figure 3-1a, 3-2a,

and 3-3a, proposed residential/mixed-use zones and Industrial Program candidate parcels in East Los Angeles are not located within County HMAs, thus minimizing the potential for slope stability issues to be present. As the Industrial Program would not be applicable to West Athens-Westmont, the Project would not facilitate any future industrial developent along Highway 105 in West Athens-Westmont. Furthermore, as illustrated in Figure 3-1e, Proposed Zoning, West Athens-Westmont, and Figure 3-2d, Proposed General Plan Land Use, West Athens-Westmont, the Project does not propose any the residential/mixed-use rezoning along Highway 105, and thus would not facilitate any residential/mixed-use development in these areas.

However, as discussed under Threshold 4.7-1(iv), ACUs could be located within the residential area in the northern Repetto Hills portion of East Los Angeles and within HMAs in West Athens-Westmont. In the absence of proper grading and excavation techniques, excavating into a hillside during construction of an ACU could potentially trigger a landslide, which in turn could endanger people and property in the vicinity of the site. However, in compliance with the CBC and Los Angeles County Building Code, new construction of ACUs on hillsides would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction of ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. In hillside areas with less than 25% slope, use of the guidelines is optional but encouraged. The County also provides a Sensitive Hillside Design Measures Checklist used by applicants to determine whether the Hillside Design Guidelines would be applicable. As a result, the proposed Project would not conflict with the Hillside Management Area Ordinance and impacts would be less than significant.

4.7.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable probable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative geology and soils impacts include the Project area, City of Compton, and portions of the City of Los Angeles that are within the Metro Planning Area boundary, as well as portions of adjacent Project-area jurisdictions.[2] Geology and soils impacts are generally site-specific and do not combine with other projects resulting in a cumulative impact. The full list of related plans and projects applicable to this Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Recirculated Draft PEIR.

Threshold 4.7-1. Potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, such as surface fault rupture, seismically induced ground shaking, liquefaction, lateral spreading, landslides, subsidence, and expansive soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Future subsequent projects in unincorporated County areas would be required to adhere to required building engineering design, as dictated by the County's HMA Ordinance (if applicable). All future priojects in the County (including adjacent jurisdictions) would be required comply with the most recent version of the CBC to ensure the safety of building occupants and avoid a cumulative geologic hazard. For example, Section

[2] The following jurisdictions share a border with one more of the unincorporated Metro Planning Area communities: Commerce, Compton, Hawthorne, Huntington Park, Los Angeles, Lynwood, Montebello, Monterey Park, Paramount, and South Gate.

1803 of the CBC outlines specific instances when a geotechnical report is required based on soil conditions and construction methods. In addition, Section 1803 allows local building officials to require a geotechnical investigation for any project. Additionally, as needed, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site. Therefore, a cumulative impact related to site-specific geologic hazards would not occur and the proposed Project's incremental contribution to impacrs associated with geologic hazards would not be cumulatively considerable.

Threshold 4.7-2. In the absence of proper erosion control features during construction, erosion related impacts associated with other closely related past, present, and reasonably foreseeable probable future projects could potentially combine to create cumulative significant impacts. Soil erosion can lead to downstream water quality impacts, which if combined could be cumulatively considerable. However, for cumulative projects disturbing more than one 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, straw wattles, and covering of soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Cumulative project sites that disturb less than one 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. Therefore, the Project's incremental contribution to impacts related to soil erosion and loss of topsoil would not be cumulatively considerable.

Threshold 4.7-3. As discussed under Threshold 4.7-1 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, including unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to unstable soils would not be cumulatively considerable.

Threshold 4.7-4. As discussed under Threshold 4.7-1 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, including expansive soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to expansive soils would not be cumulatively considerable.

Threshold 4.7-5. The communities of the Metro Area Plan, and surrounding urban communities, are served by public sanitary sewer systems. Similar to the proposed Project, other closely related past, present, and reasonably foreseeable probable future projects include connections to the sanitary sewer system and would not use onsite or alternative wastewater treatment systems. As a result, there is no impact related to septic and alternative sanitary sewer or wastewater systems, thus, the proposed Project would not contribute to cumulative impact associated with wastewater systems.

Threshold 4.7-6. In compliance with the CBC and Los Angeles County Building Code, new construction of ACUs on hillsides would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction of ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, as would other cumulative development in the area, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. Therefore, the Project's incremental contribution to impacts related to development in a Hillside Management Area would not be cumulatively considerable.

4.7.2.6 Mitigation Measures

No mitigation measures are required.

4.7.2.7 Level of Significance After Mitigation

Threshold 4.7-1. The Project 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, strong seismic ground shaking, seismic-related ground failure, including liquefaction and lateral spreading, or landslides, and impacts would be **less than significant**.

Threshold 4.7-2. The Project would result in **less than significant** impacts related to substantial soil erosion or the loss of topsoil.

Threshold 4.7-3. The Project would result in **less than significant** impacts related to location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

Threshold 4.7-4. The Project would result in **less than significant** impacts related to location on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994).

Threshold 4.7-5. The Project would result in **less than significant** impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Threshold 4.7-6. The Project would result in **less than significant** impacts related to conflicts with the Hillside Management Area Ordinance.

4.7.3 References

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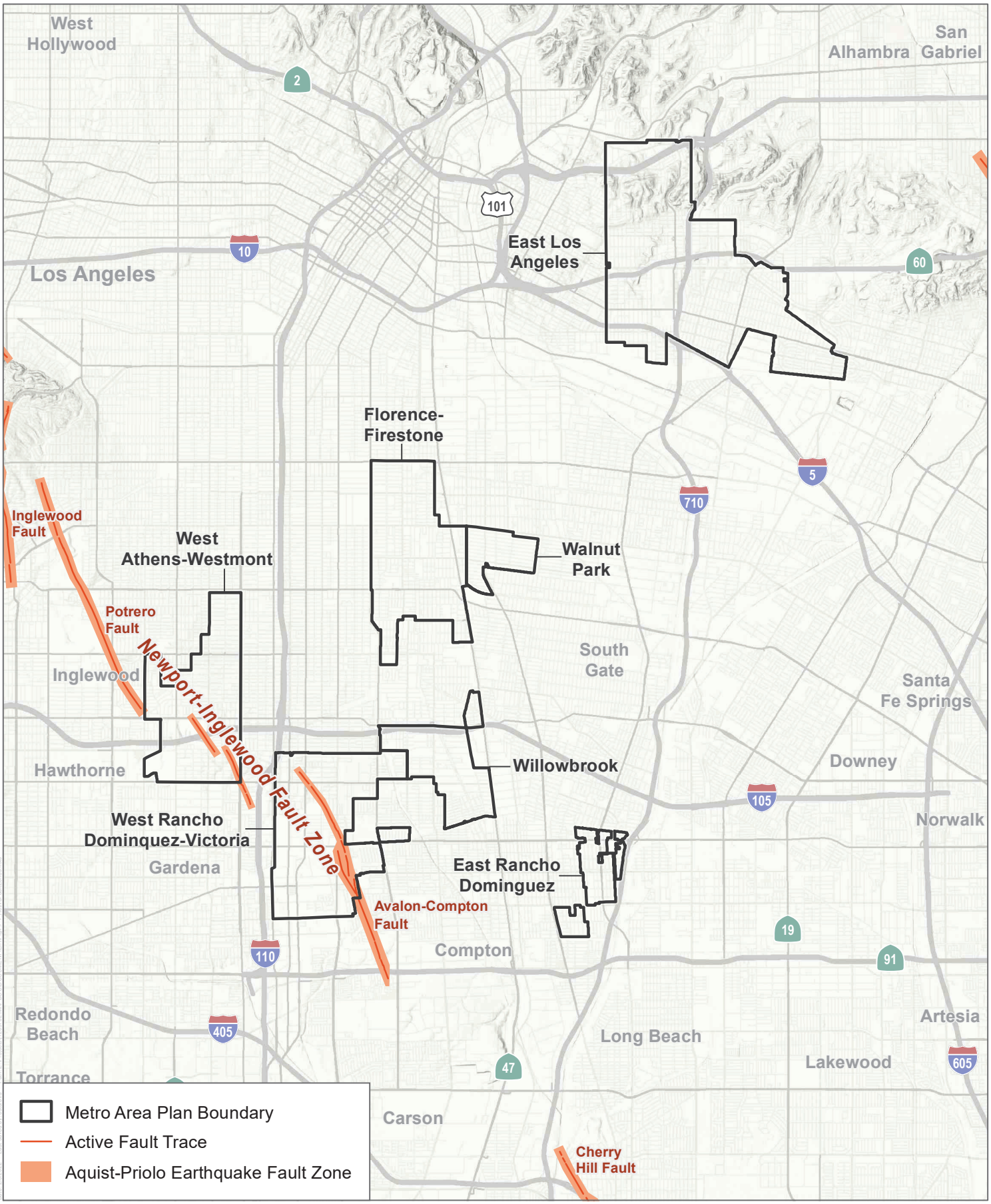

SOURCE: Open Street Map 2019; LA County 2021

DUDEK

0 1 2 Miles

FIGURE 4.7-1

Active Fault Zones

Los Angeles County Metro Area Plan EIR

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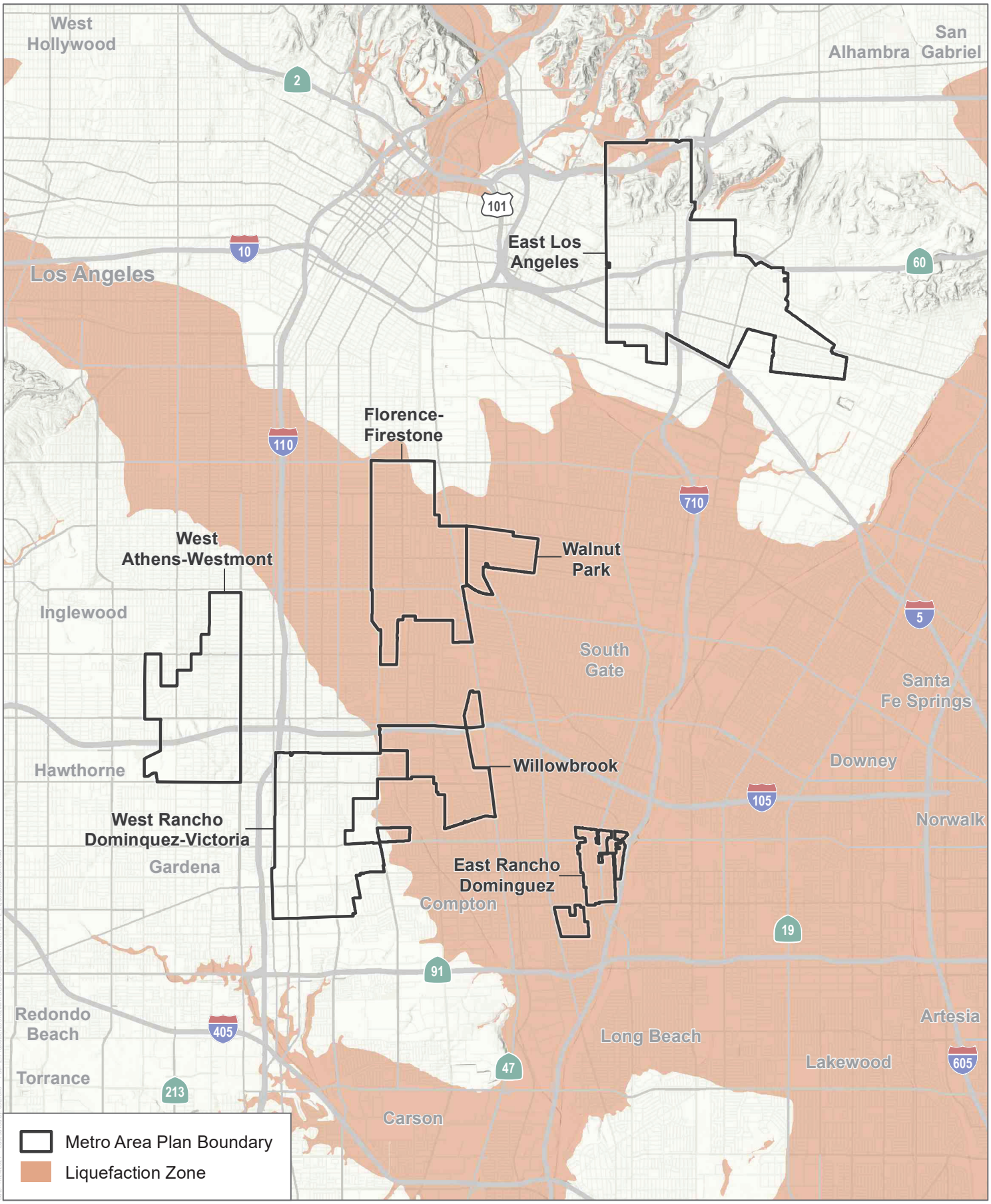

SOURCE: Open Street Map 2019; LA County 2021

DUDEK

0 1 2 Miles

FIGURE 4.7-2

Liquefaction Zones

Los Angeles County Metro Area Plan EIR

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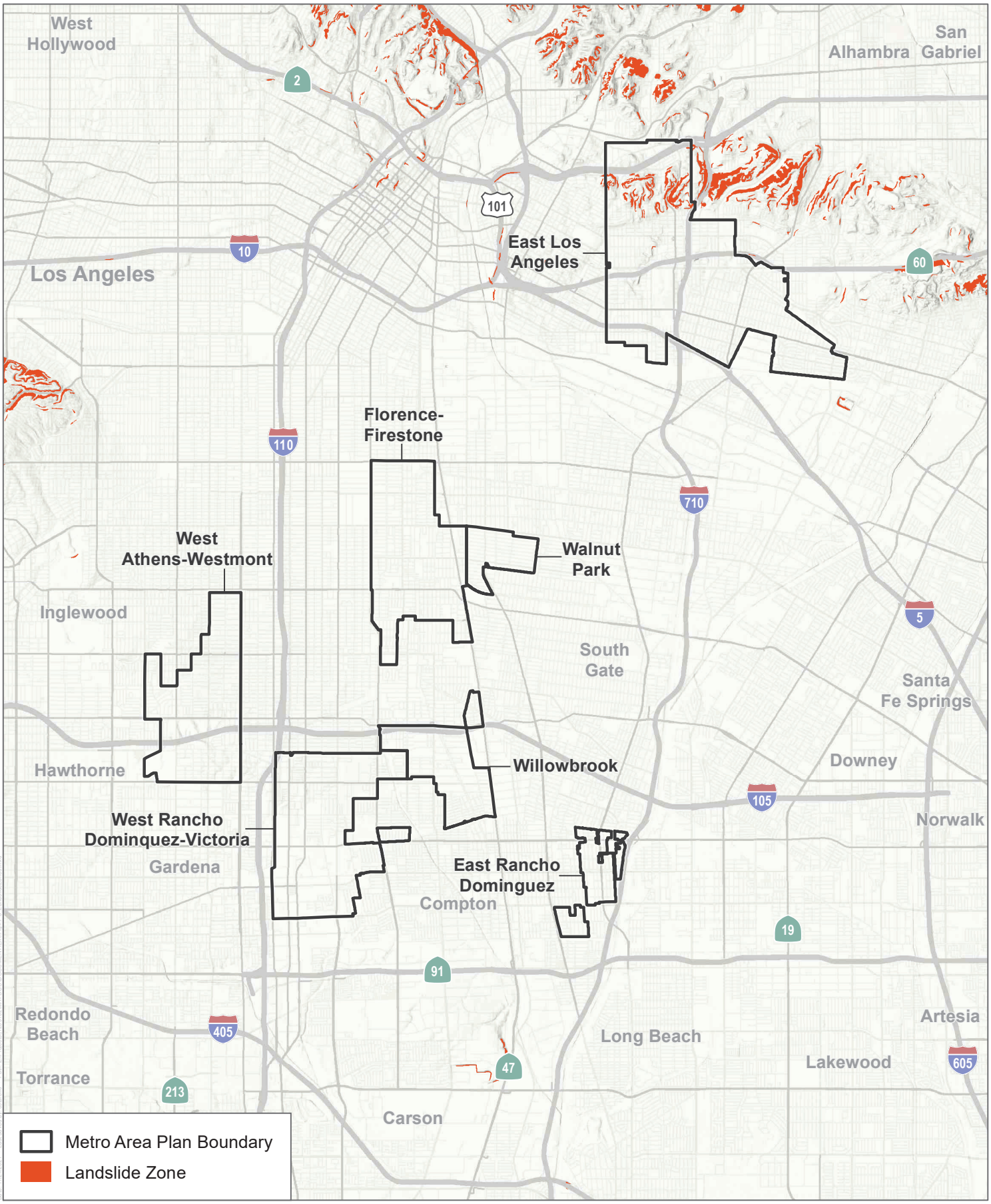

SOURCE: Open Street Map 2019; LA County 2021

DUDEK

0 1 2 Miles

FIGURE 4.7-3

Landslide Zones

Los Angeles County Metro Area Plan EIR

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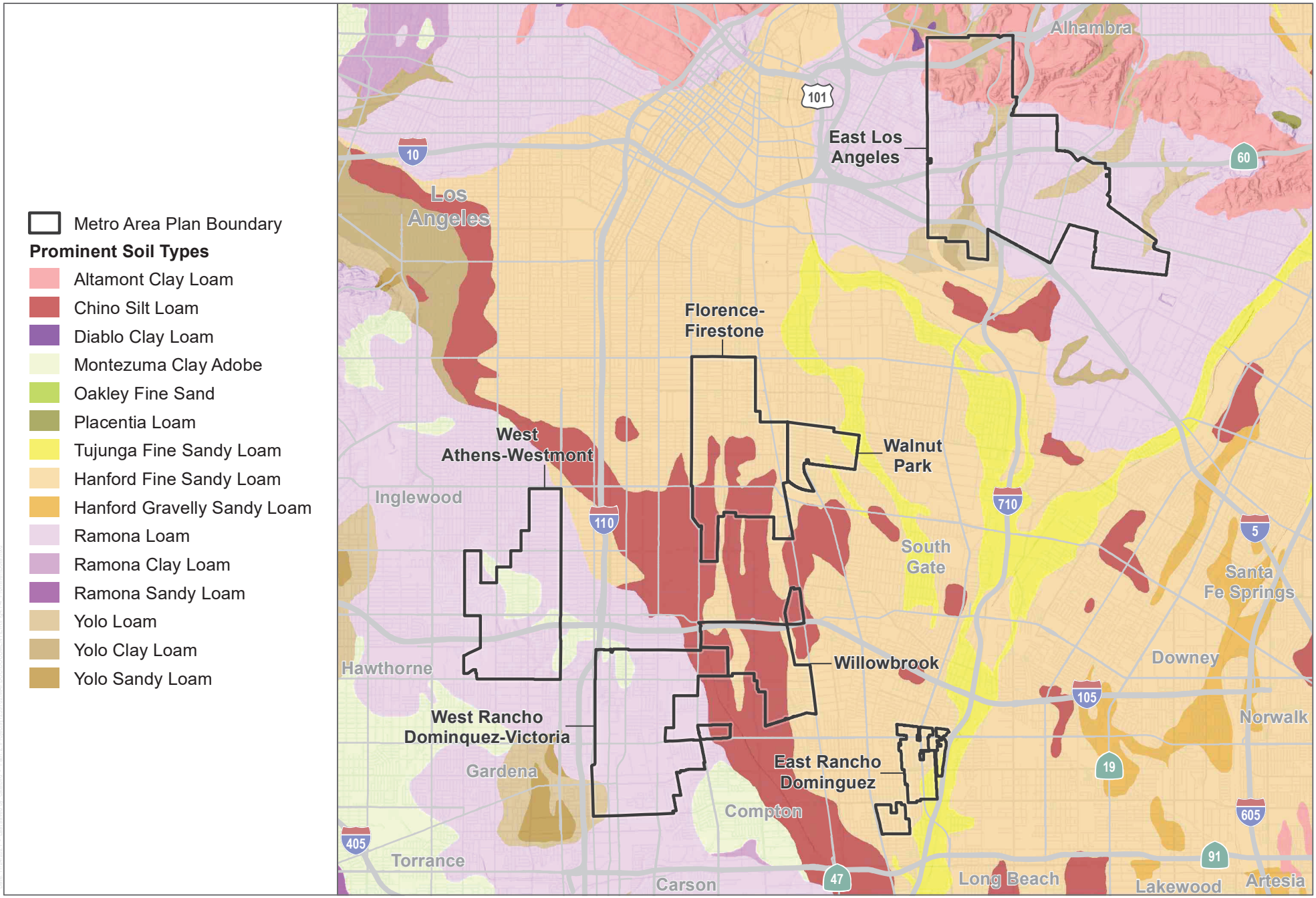

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 1 2 Miles

FIGURE 4.7-4

Prominent Soils

Los Angeles County Metro Area Plan EIR

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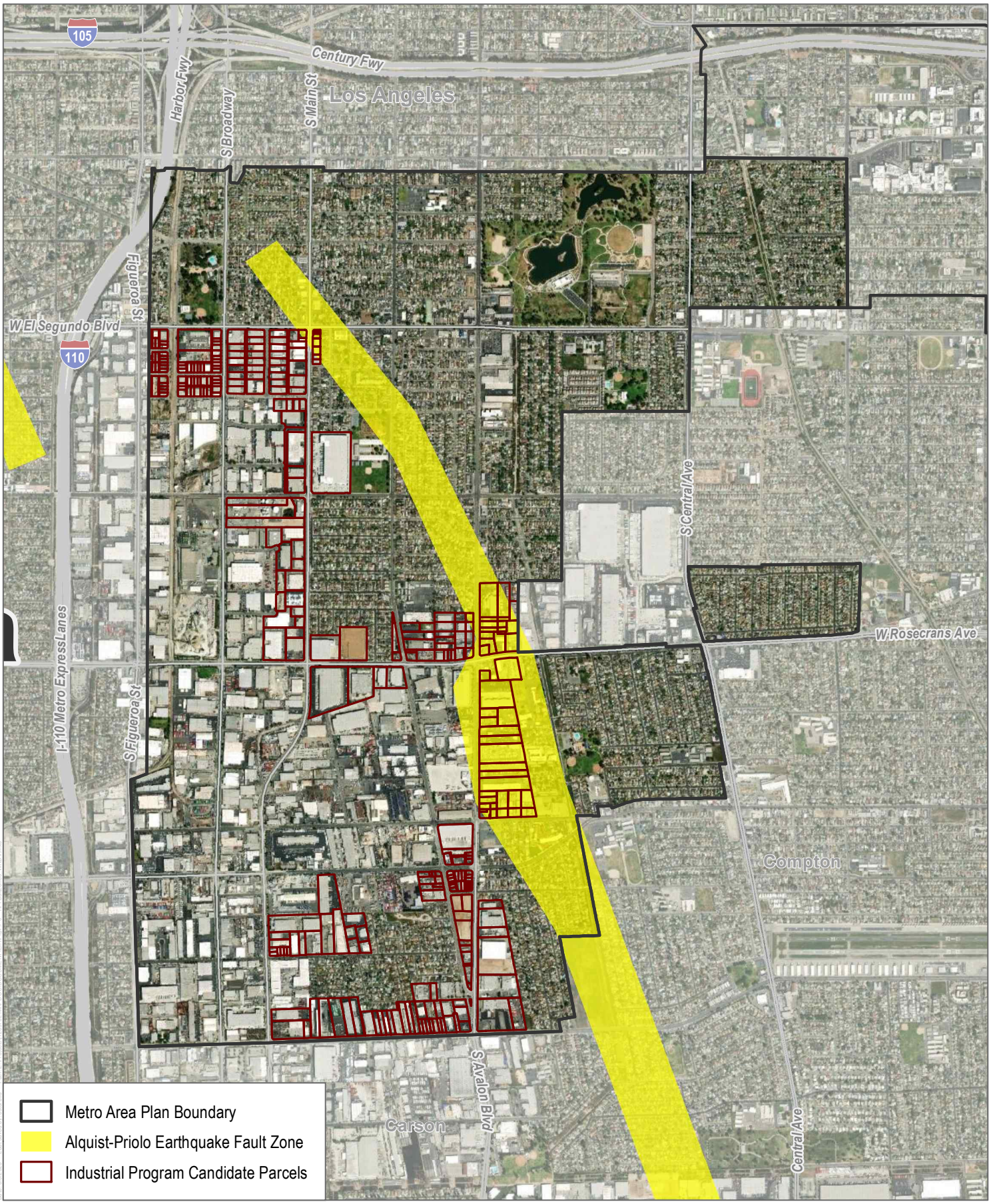

SOURCE: Open Street Map 2019; LA County 2021; CA Department of Conservation 2022

DUDEK

0 0.175 0.35 Miles

FIGURE 4.7-5

Alquist-Priolo Fault Zone - West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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4.8 Greenhouse Gas Emissions

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on climate change and greenhouse gas (GHG) emissions issues. This section identifies associated regulatory requirements, evaluates potentially adverse impacts related to GHG emissions during construction and operation of the project related to implementation of the Metro Area Plan on a programmatic level. The analysis is based, in part, on review of the Los Angeles County (County) 2035 General Plan, South Coast Air Quality Management District (SCAQMD) guidance, and information provided in the following technical analysis:

Appendix C Air Quality and Greenhouse Gas Emissions Modeling Data, Prepared By Dudek

Other sources consulted are listed in Section 4.8.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.8.1 Environmental Setting

4.8.1.1 Regulatory Setting

Federal

Massachusetts v. U.S. Environmental Protection Agency

On April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency*, the U.S. Supreme Court ruled that CO_2 was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- The elevated concentrations of GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The combined emissions of GHGs—CO_2, CH_4, N_2O, and hydrofluorocarbons—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act

On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following to aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel by 2022.
2. Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

EPA and National Highway Traffic Safety Administration Joint Final Rule for Vehicle standards

In response to the U.S. Supreme Court ruling discussed above, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2017a).

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2%–3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures

and have committed to cooperating with other countries to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

On September 27, 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California.

In response to EO 13990, on December 21, 2021, NHTSA finalized the CAFE Preemption rulemaking to withdraw its portions of the Part One Rule. The final rule concluded that the Part One Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests.

Then, in March 2022, NHTSA established new fuel economy standards that would require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8% annually for model years 2024 and 2025, and 10% annually for model year 2026.

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The bill includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The bill allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

State

The Statewide GHG emissions regulatory framework is summarized as follows by category: State climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other State regulations and goals. The following text describes EOs, assembly bills (ABs), senate bills (SBs), and other regulations and plans that would directly or indirectly reduce GHG emissions. The State's adoption and implementation of various legislation demonstrates California's leadership in addressing the critical challenge of addressing climate change. Of importance, the proposed Project and/or users of the proposed Project would be required to comply with the various regulatory measures that would reduce GHG emissions, which would reduce the proposed Project's contribution to cumulative GHG emissions and associated climate change impacts.

State Climate Change Targets

The State has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized as follows.

EO S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

AB 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives.

SB 32 and AB 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that Statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions-reduction measures when updating the Scoping Plan.

EO B-55-18

EO B-55-18 (September 2018) establishes a Statewide policy for California to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing Statewide targets of reducing the State's GHG emissions. CARB will work with relevant State agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

AB 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code, Section 38561(a)), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The *Climate Change Scoping Plan: A Framework for Change* (*Scoping Plan*) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 Statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives (CARB 2008).

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012 (CARB 2014). The First Update concluded that California was on track to meet the 2020 target but recommended that a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment (CARB 2017). The Second Update builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, the Second Update recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%. The Second Update was approved by CARB's Governing Board on December 14, 2017.

CARB adopted the 2022 Scoping Plan Update in December 2022. The 2022 Scoping Plan outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (as compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030 but does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2022a).

The 2022 Scoping Plan Update also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO_2 is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered to not conflict with the statutes and EOs if it would meet the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and would not impede attainment of those goals.

AB 1757

AB 1757 (September 2022) requires the California Natural Resources Agency (CNRA) to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Energy

Title 24, Part 6

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402(d)) and cost effectiveness (California Public Resources Code, Sections 25402(b)(2) and (b)(3)). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2022 Title 24 standards improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Title 24, Part 11

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code

requirements), water conservation, material conservation, and interior air quality. The . The 2022 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2022 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations for passenger vehicles, medium heavy duty and heavy duty trucks , shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR, Part 11).

Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet State and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems.

Renewable Energy and Energy Procurement

SB 1078, EO-14-08, SBX1-2, SB 350, SB 100, SB 1020

SB 1078 (Sher) (September 2002) established the Renewable Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. EO S-14-08 (November 2008) required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. SB X1 2 expanded the RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. SB 350 (October 2015) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045.

Mobile Sources

State Vehicle Standards (AB1493 and EO B-16-12)

AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for more than half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles that are primarily used for noncommercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that State entities under the governor's direction and control support

and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, California Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" description in Section 3.2.1, Federal Regulations, EPA and NHTSA approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California.

As also explained in Section 3.2.1, in March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Heavy Duty Diesel (Title 13, Division 3, Chapter 1, Section 2025)

CARB adopted the final Heavy Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce particulate matter and NO_x emissions from heavy-duty diesel vehicles. The rule requires particulate matter filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

ES S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining low carbon fuel standard (LCFS) for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The initial target of the LCFS was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). In September 2018, CARB approved amendments for the LCFS that require a 20% reduction in carbon intensity by year 2030.

SB 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the State's 18 regional metropolitan planning organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types

of emission reductions. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program, which was adopted in August 2022, established the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards. The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

EO-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the State towards the target of 100% of in-State sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100% of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other State agencies, the EPA and local air districts, to achieve 100% zero-emission from off-road vehicles and equipment operations in the State by 2035. EO N-79-20 called for the development of a Zero-Emissions Vehicle Market Development Strategy, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options; and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

Advanced Clean Trucks (ACT) Regulation

The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b).

The regulation has two components, (1) a manufacturer sales requirement and (2) a reporting requirement:

- **Zero-emission truck sales:** Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.

- **Company and fleet reporting:** Large employers including retailers, manufacturers, brokers, and others will be required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Water

EO B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a Statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the State.

EO B-37-16

Issued May 2016, EO B-37-16 directed the State Water Resources Control Board (SWRCB) to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the State. The SWRCB also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets that build upon the existing State law requirements that the State achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the SWRCB permanently prohibit water-wasting 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.

EO N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15% from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

Solid Waste

AB 939, AB 341, AB 1826, and SB 1383

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000. AB 341 (Chapter 476, Statutes of 2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste,

landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. SB 1383 (Chapter 395, Statutes of 2016) establishes targets to achieve a 50% reduction in the level of the Statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. CalRecycle was granted the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20% of currently disposed edible food is recovered for human consumption by 2025 (CalRecycle 2019).

Local

South Coast Air Quality Management District

The Project area is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008). As discussed in Section 4.8.2.2, Thresholds of Significance, below, the SCAQMD has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds have not been adopted.

Southern California Association of Governments

As noted above, California's 18 MPOs have been tasked with creating SCSs in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. For the Southern California Association of Governments (SCAG), the State's initial mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions.

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must "set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets." To that end, SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which complies with CARB's updated emissions reduction targets and meets the requirements of SB 375 by achieving per-capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035 (SCAG 2020). In addition, the plan anticipates a 25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and 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. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The following are the 2020-2045 RTP/SCS goals (SCAG 2020):

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 person and goods movement and travel choices within 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.

On September 3, 2020, the Regional Council approved the 2020–2045 RTP/SCS in its entirety (SCAG 2020).

OurCounty Sustainability Plan

OurCounty is a regional sustainability plan for the County of Los Angeles (County), which focuses on enhancing the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate. The 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 an economy that runs on renewable energy instead of fossil fuels. The plan consists of the following goals (County of Los Angeles 2019a):

Goal 1 **Resilient and healthy community environments where residents thrive in place.** The County will protect low-income communities and communities of color from pollution, reduce health and economic inequalities and support more resilient and inclusive communities.

Goal 2 **Buildings and infrastructure that support human health and resilience.** The buildings and infrastructure of both yesterday and tomorrow will utilize more efficient technologies and practices that reduce resource use, improve health, and increase resilience.

Goal 3 **Equitable and sustainable land use and development without displacement.** With policy tools such as anti-displacement measures, existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more com- pact, mixed-use development.

Goal 4 **A prosperous Los Angeles County that provides opportunities for all residents and businesses and supports the transition to a green economy.** We will support the growth of green economy sectors through our procurement practices, land use authority, and various economic and workforce development incentives.

Goal 5 **Thriving ecosystems, habitats, and biodiversity.** The region's ecosystems, habitats, and biodiversity are under stress from urbanization and climate change. Careful planning will ensure that our ecosystems, including urban habitats, thrive even as our region becomes increasingly urbanized.

Goal 6 Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. The County will help make parks and public lands more accessible and inclusive and will manage them carefully so that all residents may enjoy their benefits.

Los Angeles County Climate Action Plans

The County adopted a Community Climate Action Plan (CCAP) in 2015, as part of the Los Angeles County 2035 General Plan (General Plan), to address the County's local GHG reduction goals for 2020 pursuant to AB 32 for unincorporated Los Angeles County. The purpose of the CCAP was to (1) establish a baseline emissions inventory and reduction needed to meet County goals, (2) identify specific actions that would 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. The 2015 CCAP horizon year end in 2020 and will be replaced by the Los Angeles County 2045 Climate Action Plan (2045 CAP).

Through the updated 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045. The Revised Draft 2045 CAP has been posted for a comment period, ending on May 15, 2023 (County of Los Angeles 2023a).

Los Angeles County 2035 General Plan

The following goals and policies from the Los Angeles County 2035 General Plan may be applicable to the proposed Project regarding GHG emissions but is not a comprehensive list of applicable goals and policies (County of Los Angeles 2015).

Air Quality Element

Policy AQ 3.1	Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.
Policy AQ 3.2	Reduce energy consumption in County operations by 20% by 2015.
Policy AQ 3.3	Reduce water consumption in County operations.
Policy AQ 3.4	Participate in local, regional and state programs to reduce greenhouse gas emissions.
Policy AQ 3.5	Encourage energy conservation in new development and municipal operations.
Policy AQ 3.7	Support and expand urban forest programs within the unincorporated areas.

Land Use Element

Policy LU 1.6	In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s): ▪ Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity; ▪ Will not negatively impact the productivity of neighboring industrial activities; ▪ Is necessary to promote the economic value and the long-term viability of the site; and

- Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Policy LU 2.4 Coordinate with other local jurisdictions to develop compatible land uses.

Policy LU 2.5 Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.

Policy LU 2.9 Utilize 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 3.2 Discourage development in areas with high environmental resources and/or severe safety hazards.

Policy LU 3.3 Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no or where no major infrastructure projects are planned, such as state and/or federal highways.

Policy LU 4.1 Encourage infill development in urban and suburban areas on vacant, underutilized, 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 5.3 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 to locate near employment centers.

Policy LU 5.7 Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.

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 7.2 Protect industrial parks and districts from incompatible uses.

Policy LU 10.4 Promote environmentally-sensitive and sustainable design.

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; and

- 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 11.1 Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.

Policy LU 11.2 Support the design of developments that provide substantial tree canopy cover, and utilize 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 Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting storm water retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.

Policy LU 11.8 Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEED-ND).

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 persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

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 2.7 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 2.10	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 4.2	Expand shuttle services to connect major transit centers to community points of interest.
Policy M 4.3	Maintain transit services within the unincorporated areas that are affordable, timely, cost- effective, and responsive to growth patterns and community input.
Policy M 4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
Policy M 4.6	Support alternative LOS standards that account for a multimodal transportation system.
Policy M 4.11	Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
Policy M 4.14	Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
Policy M 4.15	Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.
Policy M 4.16	Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
Policy M 5.1	Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
Policy M 5.2	Implement parking strategies that facilitate transit use and reduce automobile dependence.
Policy M 5.3	Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
Policy M 5.4	Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.
Policy M 7.3	Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Conservation and Natural Resources Element

Policy C/NR 3.4	Conserve and sustainably manage forests and woodlands.
Policy C/NR 3.5	Ensure compatibility of development in the National Forests in conjunction with the U.S. Forest Service Land and Resource Management Plan.
Policy C/NR 4.1	Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with no net loss of existing woodlands.
Policy C/NR 9.2	Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, organic farming, and the use of compost.
Policy C/NR 12.1	Encourage the production and use of renewable energy resources.
Policy C/NR 12.2	Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

Parks and Recreation Element

Policy P/R 6.2	Support the use of alternative sources of energy, such as wind and solar sources to reduce the use of energy at existing parks.
Policy P/R 6.4	Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.
Policy P/R 6.5	Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Public Services and Facilities Element

Policy PS/F 5.4	Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.
Policy PS/F 5.5	Reduce the County's waste stream by minimizing waste generation and enhancing diversion.
Policy PS/F 5.6	Encourage the use and procurement of recyclable and biodegradable materials.
Policy PS/F 5.7	Encourage the recycling of construction and demolition debris generated by public and private projects.
Policy PS/F 6.5	Encourage the use of renewable energy sources in utility and telecommunications networks.
Policy PS/F 6.8	Encourage projects that incorporate onsite renewable energy systems.

Economic Development Element

Policy ED 1.2	Encourage and foster the development of the renewable energy economic sectors.
Policy ED 2.2	Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.

Policy ED 2.3	Ensure environmental justice in economic development activities.
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 to be located in proximity to housing.
Policy ED 2.6	Encourage community-serving uses, such as child care centers and personal services, to be located in proximity to employment centers.
Policy ED 4.7	Support expedited permitting for green building retrofits.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan is intended to guide and foster transit-supportive development around the Metro L-Line (formerly Gold-Line) stations, as well as stabilize and enhance the adjoining residential neighborhoods. The East Los Angeles 3rd Street Specific Plan does not include GHG-emissions-related goals or policies relevant to the Project (County of Los Angeles 2014).

Florence Firestone Community Plan. As a result of Project implementation, the Florence-Firestone Community Plan would be reorganized and incorporated into the Metro Area Plan. Overall, the plan seeks to increase the amount and quality of public spaces, ensure that every resident is within easy access of a park space, enhance neighborhood connectivity to parks, and provide greenery throughout the community (County of Los Angeles 2019b). The Florence-Firestone Community Plan does not provide GHG-related goals or policies relevant to the Project (County of Los Angeles 2019b).

Florence-Firestone Transit Oriented District Specific Plan . The Florence-Firestone Transit Oriented District Specific Plan does not include GHG emissions-related goals or policies relevant to the Project (County of Los Angeles 2023b).

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. It will be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. The plan does not include GHG-emissions-related goals or policies relevant to the Project (County of Los Angeles 2019c).

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with implementation of the Project. The plan does not include GHG-emissions-related goals or policies relevant to the Project (County of Los Angeles 2018).

4.8.1.2 Existing Environmental Conditions

This section discusses the existing environmental setting relative to greenhouse gas emissions. As described in Chapter 3, Project Description, the proposed Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section generally describes the Project area and, where applicable, the general areas that may, under the Project, support more dense residential, mixed-use, commercial, or industrial development/redevelopment, as those are the areas that may result in changes to the environment that were not already considered in previous environmental analysis or studies.

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017b).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2014; EPA 2017b). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2014). The global atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2014). Continued emissions of GHGs will cause further warming and changes in all components of the climate system on a global level, which is discussed further in the subsequent section titled "Potential Effects of Climate Change."

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the State's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5).[1] Some GHGs, such as CO_2, CH_4, and N_2O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs have a much greater heat-absorption potential than CO_2 and include fluorinated gases, such as

[1] Climate-forcing substances include GHGs and other substances, such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in California Health and Safety Code Section 38505.

HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[2]

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities; it is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungi; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are the combustion of fuels such as coal, oil, natural gas, and wood, and changes in land use.

Methane. CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (such as in rockets, racecars, and aerosol sprays).

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2021). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e).

The current version of California Emissions Estimator Model (CalEEMod) (version 2020.4.0) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the Project.

Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide in 2020 (the most recent year for which data is available) totaled approximately 49,800 MMT CO_2e, excluding land use change and forestry (PBL 2022). The five largest emitting countries and the European Union (EU-27), together account for about 60% of total global GHG emissions: China (27%), the United States (12%), the European Union (about 7%), India (7%), the Russian Federation (4.5%) and Japan (2.4%). These countries also have the highest CO2 emission levels (PBL 2022).

[2] The descriptions of GHGs are summarized from the IPCC Fourth Assessment Report (2007), CARB's "Glossary of Terms Used in GHG Inventories" (2018), and EPA's "Causes of Climate Change" (2017b).

Per the EPA Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2019 (EPA 2021), total United States GHG emissions were approximately 5,981 MMT CO2e in 2020 (EPA 2021). The primary GHG emitted by human activities in the United States was CO2, which represented approximately 76.4% of total GHG emissions (4,760 MMT CO2e). The largest source of CO2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.8% of CO2 emissions in 2018 (5,031.8 MMT CO2e). Relative to 1990, gross United States GHG emissions in 2020 are lower by 7.3%, down from a high of 15.2% above 1990 levels in 2007. GHG emissions decreased from 2019 to 2020 by 10.6% and overall, net emissions in 2020 were 21.4% below 2005 levels (EPA 2021).

According to California's 2000–2020 GHG emissions inventory (2022 edition), California emitted 369.2 MMT CO2e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022b). The sources of GHG emissions in California include transportation, industrial uses, electric power production from both in-state and out-of-state sources, commercial and residential uses, agriculture, high-GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2022 are presented in Table 4.8-1.

Table 4.8-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total[a]
Transportation	136.60	37%
Industrial	73.84	20%
Electric power	59.07	16%
Commercial and Residential	36.93	10%
Agriculture	33.22	9%
High global-warming potential substances	22.15	6%
Recycling and waste	7.38	2%
Total	**369.2**	**100%**

Source: CARB 2022b.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
Emissions reflect the 2018 California GHG inventory.
[a] Percentage of total has been rounded, and total may not sum due to rounding.

Local Inventory

Table 4.8-2, Existing Unincorporated Areas GHG Emissions Inventory (2015 and 2018), identifies the existing GHG emissions inventory of the unincorporated areas for 2015 and 2018 as evaluated in the County's Revised Draft 2045 CAP. The inventory is based on existing land uses in the unincorporated areas. GHG emissions generated within the unincorporated areas were estimated using EMFAC 2021 for on-road transportation emissions and data compiled for the Draft 2045 CAP for all other sectors.

Table 4.8-2. Existing Unincorporated Areas GHG Emissions Inventory (2015 and 2018)

Source Category	2015 Annual GHG Emissions (MT CO_2e)	Percent of Total	2018 Annual GHG Emissions (MT CO_2e)	Percent of Total
Transportation	2,838,133	51%	2,704,685	53%
Stationary Energy	1,908,637	35%	1,698,809	33%

Table 4.8-2. Existing Unincorporated Areas GHG Emissions Inventory (2015 and 2018)

Source Category	2015 Annual GHG Emissions (MT CO_2e)	Percent of Total	2018 Annual GHG Emissions (MT CO_2e)	Percent of Total
Waste	469,997	9%	469,382	9%
Industrial Processes	253,529	5%	239,505	5%
Agriculture and Forestry	60,860	1%	60,860	1%
Total	**5,531,155**	**100%**	**5,137,240**	**100%**

Source: County of Los Angeles 2023c.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 *Intergovernmental Panel on Climate Change Synthesis Report* indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8 degrees Fahrenheit (°F)) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically-based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of Statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems – the ocean, lakes, rivers and snowpack – upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content

(i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the State, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments need for information to support action in their communities, the Fourth Assessment (2018) includes reports for nine regions of the State, including the Los Angeles Region, where the Project is located. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late-century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles region by the late-century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 feet to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

4.8.2 Environmental Impacts

4.8.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with proposed land use changes and programs, and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The anticipated development for the Project is categorized by land use type and square footage. However, since specifics for construction and operation of future development under the proposed Project are not yet available, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size.

Construction Emissions

CalEEMod Version 2020.4.0 was used to estimate Project-generated GHG emissions during construction. Construction of the Project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. For purposes of estimating proposed Project emissions, construction is assumed to start in 2023 and have a duration of 12 years, reaching completion in December 2034. While construction specifics for buildout of the proposed Project are not currently available, the analysis contained herein is based on the first full year of construction (2023), which is the estimated worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. To estimate a single year of construction, the entire Project buildout land use quantities was scaled by 12-years of construction (i.e., 8 percent of total buildout) and then compressed to a 1-year period. CalEEMod default values for buildout of 8 percent of the Project was estimated to take approximately 5 years; therefore, corresponding construction equipment were multiplied by a factor of 5 to account for the compressed 1-year period (i.e., reducing schedule to one fifth and increasing intensity by multiplying the equipment by 5). Worker and vendor trips were similarly multiplied by 5. CalEEMod default trip length values were used for the distances for all construction-related trips. The resulting 1-year construction assumptions are provided for each year of construction (duration of phases is approximate):

- Demolition: 12 days
- Site Preparation: 7 days
- Grading: 19 days
- Building Construction: 193 days
- Paving: 14 days

- Application of Architectural Coatings: 14 days

While only one phase of each type of construction activity is included in the model run, it is anticipated that this model scenario would include construction activity at more than one site within the proposed Project area. Not all future development would require all of the construction phases assumed above; however, the following six default CalEEMod construction phases were included to present the potential range of emissions and capture a potential maximum annual scenario: demolition, site preparation, grading, building construction, paving, and architectural coating. For example, due to the developed nature of most County parcels in the Project area, many future projects may only require a demolition phase (of existing buildings and asphalt pavement) and minor site preparation phase prior to building construction, while some future projects may require renovation, which would be less intensive (and therefore, less polluting) than a full reconstruction of the project site. In addition, some future projects may not require any demolition, but would require site preparation and/or grading to prepare the site for development. To conservatively estimate emissions from demolition, it was assumed that 100% of the future industrial space that are considered on candidate parcels under the proposed Industrial Program would require demolition of existing structures and 75% of residential development would require demolition existing structures. Grading quantities are currently not identified; grading is anticipated to be minimal within the Project area because the Project area is generally built out, and therefore, it is likely that the majority of grading for the Project area took place during initial building development. However, to capture potential haul truck trips during the grading phase, it was assumed that 10,000 cubic yards would be exported during the site preparation and grading phases for the 1-year construction scenario.

The construction equipment mix and vehicle trips used for estimating the Project-generated construction emissions are shown in Table 4.8-3, Construction Scenario Assumptions. For the analysis, it was assumed that heavy construction equipment would be operating at the site 5 days per week (22 days per month) during proposed Project construction.[3]

Table 4.8-3. Construction Scenario Assumptions

	One-Way Vehicle Trips			Equipment		
Construction Phase	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	80	0	9,207	Concrete/industrial saws	5	8
				Excavators	15	8
				Rubber-tired dozers	10	8
Site Preparation	90	0	337	Rubber-tired dozers	15	8
				Tractors/loaders/backhoes	20	8
Grading	100	0	914	Excavators	10	8
				Graders	5	8
				Rubber-tired dozers	5	8
				Scrapers	10	8

[3] As shown in Table 4.3-4, most equipment was assumed to operate for up to 8 hours per day. In reality, it is anticipated that equipment would be used for less than 8 hours a day when considering mandated worker breaks and that equipment would only be operated when needed; in addition, it is anticipated that the construction areas are within infill areas, and that not every piece of equipment could be in operation at the same time. Therefore, the equipment usage hours are anticipated to be conservative.

Table 4.8-3. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
				Tractors/loaders/backhoes	5	8
Building construction	9,460	4,380	0	Cranes	5	7
				Forklifts	15	8
				Generator sets	10	8
				Tractors/loaders/backhoes	15	7
				Welders	5	8
Paving	80	0	0	Pavers	10	8
				Paving equipment	10	8
				Rollers	10	8
Architectural coating	1,890	0	0	Air compressors	5	8

Notes: See Appendix C, Air Quality and Greenhouse Gas Emissions Modeling, for details.

Operational Emissions

Area. CalEEMod was used to estimate GHG emissions from the Project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 4.3.2.1 for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

Energy. The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the Project's land uses. The energy use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs (CAPCOA 2021).

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The version of CalEEMod utilized in this analysis assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021). Therefore, this analysis provides a conservative estimate of GHG emissions from energy, water and area sources.

CalEEMod default energy intensity factors (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) for SCE, which are based on 2021 data, were applied to the analysis for the proposed Project. However, as explained in Section 4.8.1, SB 100 calls for further development of renewable energy, with a renewable energy target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with Project electricity demand would continue to decrease over time.

Mobile Sources. All details for criteria air pollutants discussed in Section 4.3.2.1 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include

AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the State. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the Project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2035 for the Project to the extent it was captured in EMFAC 2017.

Solid Waste. The Project would generate solid waste, and therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the Project land uses. No diversion was assumed; however, it should be noted that this is a conservative assumption, as AB 939, Integrated Waste Management Act requires a 50% solid waste diversion rate and the goal for the State is 75% diversion by 2020 in accordance with AB 341.

Water and Wastewater Treatment. Supply, conveyance, treatment, and distribution of water for the Project land uses require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the Project land uses requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. The indoor and outdoor water use and electricity consumption from water use, and wastewater generation were estimated using CalEEMod default values for the Project.

Off-road Equipment, Stationary Sources and Other Sources of Emissions. Based on the type of land uses that would be developed under the proposed Project, there are additional emission sources that are either not captured in CalEEMod or specifics are not available to accurately estimate emissions using CalEEMod. Potential additional sources of GHG emissions include emergency generators, boilers, facilities, chillers, cooling towers, autoclave, metals production, and off-road equipment (e.g., forklifts). For most of these sources, because specifics are not available to accurately estimate emissions from these anticipated sources under the proposed Project, associated emissions are not included in the estimated emissions presented herein. However, in a good faith effort to include sources typically associated with industrial land uses (i.e., research/life science and general industrial), forklifts, and emergency generators are included in the proposed Project's emission inventory. Methods and assumptions to estimate these sources of emissions are discussed in Section 4.3.3.2. Note that all stationary sources developed under the proposed Project would be required to comply with applicable SCAQMD rules and regulations and would be required to obtain a permit to operate from the SCAQMD.

4.8.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to greenhouse gas emissions are listed below. A project may have a significant impact if it would:

Threshold 4.8-1: Generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.

Threshold 4.8-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed Project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated at a project level under CEQA.

The State CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review" states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the State CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until Statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO2e per year), commercial projects (1,400 MT CO2e per year), and mixed-use projects (3,000 MT CO2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce Statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO2e per service population (SP) per year (MT CO2e/SP/year) for project level analyses and 6.6 MT CO2e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO2e/SP/year for project level analyses and 4.1 MT CO2e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the proposed Project involves a mix of different land uses, this analysis applies the SCAQMD Option 1 screening threshold of 3,000 MT CO_2e per year for mixed-use projects for Tier 3. While the proposed Project would provide for industrial land uses, because no stationary sources of emissions that would require a permit from the SCAQMD are specifically identified or analyzed herein, this analysis applies the threshold of 3,000 MT CO_2e per year rather than the 10,000 MT CO_2e per year threshold for industrial uses. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO_2e per year for the Tier 3 analysis.

For the Tier 4 analysis, because the proposed Project would be built out by 2035, a more stringent efficiency threshold than proposed by the SCAQMD for Tier 4 is used. This analysis applies the efficiency threshold developed from the County's Revised Draft 2045 CAP, which provides a 2035 GHG emission target inventory of 2,765,578 MT CO_2e per year in unincorporated Los Angeles County and SCAG forecasting population data for unincorporated Los Angeles County in 2035 which anticipates 1,216,100 people by 2035[4] (County of Los Angeles 2023c). Based on this information, the service population threshold for the unincorporated portion of Los Angeles County in 2035 would be 2.27 MT CO_2e/SP/year.[5] This metric is appropriate in that it would achieve per capita emissions that align with the State's reduction goals. Because the proposed Project is a plan-level document in unincorporated Los

[4] The Draft 2045 CAP used population data predictions for 2035 in unincorporated Los Angeles County, which was based on SCAG's 2016-2040 RTP/SCS (County of Los Angeles 2022a).

[5] The efficiency metric of 2.27 MT CO2e/SP/year is derived by dividing the Draft 2045 CAP 2035 GHG emission target inventory of 2,765,578 MT CO_2e per year by the service population of 1,216,100 people, for an efficiency metric threshold of 2.27 MT CO_2e/ service population/per year.

Angeles County and would have a buildout year of 2035, it was determined to be appropriate to apply to the proposed Project.

Regarding the potential for the proposed Project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, the efficiency target of 2.27 MT CO_2e/SP/year is also relevant because the per service population efficiency targets are consistent with the State's target reductions for GHG emissions of 40% below 1990 levels by 2030 (SB 32/AB 197) and the 80% below 1990 levels by 2050 (S-3-05).

4.8.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023d), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for 30,968 additional dwelling units, which would result in approximately 108,390 additional Project area residents. The sites affected are currently zoned and/or designated as residential or commercial, and nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e in Chapter 3 of this Recirculated Draft PEIR.
2. Accessory Commercial Units (ACUs) – The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 residentially-zoned corner lots in the Project area may develop ACU's, which would generate approximately 176 new jobs.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing, and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of GHG emissions listed in Section 4.8.1.1, above.

Area Wide Goals and Policies

Policy LU 2.2 Incentivize Gathering Spaces. Incentivize the inclusion of gathering spaces in commercial, mixed-use, and multi-family residential development through parking reductions, floor area ratio increases, or other relevant incentives.

Policy LU 2.3 Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.

Policy LU 2.4 Incorporate Public Facilities in Commercial Centers. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information in active commercial centers.

Policy TOD 1.1 Housing and Mixed-Use Development. Provide mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. (Refer to Infill Development policies in the Land Use Element and Housing Availability policies in the Housing Element of the General Plan for more information.)

Policy TOD 1.4 Incentivize Specific Uses. Incentivize development that incorporates desired uses, such as affordable housing, job-generating uses, community-serving retail and services, entertainment venues, or other uses that meet the public's daily needs. Incentives can include reduced parking requirements, increased floor area ratio, increased height allowance, or other methods.

Policy M 2.2 Street Trees. Expand the use of street trees and lighting to provide an inviting walking environment and shade, especially along major corridors.

Policy M 2.3 Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

Policy M 2.4 Bicycle Amenities. Increase opportunities for convenient and safe bicycle use 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 M 3 Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy M 3.1 Car Sharing and Carpooling. Support initiatives and programs to expand car sharing and carpooling opportunities.

Policy M 3.2 Circulation Efficiency. Monitor local circulation systems to promote efficient and connective travel across multiple modes of mobility. (Refer to Transit Efficiency, Multimodal Transportation, and Travel Demand Management policies in the Mobility Element of the General Plan for more information).

Policy M 4.5	Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, 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.

Goal TOD 1 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy ED 2.2	Encourage facility upgrades to meet environmentally sustainable development and performance standards and provide incentives to attract green businesses and make processes for existing businesses cleaner.

Goal ED 4 Capitalize on regional location and transportation network to improve access to businesses.

Policy ED 4.1	Incentivize local businesses to encourage employees to use rail, bus, and ride-sharing services.
Policy ED 4.2	Promote the location of key industry clusters and employment hubs near transit-rich areas.

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR 3.1	Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.
Policy S/CR 3.3	Improved Shade. Increase shade through trees and shade structures.
Policy S/CR 3.4	Green Alleyways. Support the development of green alleyways in areas with regular flooding.
Policy S/CR 3.5	Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Community-Specific Goals and Policies

There are no community-specific goals directly related to the topic of GHG emissions. There are transportation related goals and polices that would result in co-benefits that are discussed in Section 4.17, Transportation, of this Recirculated Draft PEIR.

4.8.2.4 Impact Analysis

Threshold 4.8-1 Would the project generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment?

Construction Emissions

Construction of future development that would be facilitated by the Metro Area Plan would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road haul trucks, on-road vendor trucks, and worker vehicles. The SCAQMD has not proposed or adopted relevant quantitative GHG thresholds for construction-generated emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario discussed in the Construction Emissions subsection in Section 4.8.2.1, Methodology, in order to provide a conservative scenario of potential construction activity as a result of the Project, this analysis assumes that eight percent of the future development under the Project would be developed within one year, which was quantified in CalEEMod. Due to the speculative nature of construction, CalEEMod default values were relied on for the assumed land use type and size, with minor exceptions, as explained in Section 4.8.3.2.1.

Table 4.8-4 presents the estimated GHG emissions generated during construction of the eight percent development scenario. Details of the emission calculations are provided in Appendix C.

Table 4.8-4. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2023 (one full year)	18,664	1	1	19,135
Total over 12 years*	**223,968**	**9**	**16**	**229,620**
			Amortized Emissions	**7,654**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix C for complete results.
Amortized construction GHG emissions represent total construction GHG emissions (in MT of CO_2e) divided 30 years, which is the assumed project operational lifetime consistent with SCAQMD guidance (SCAQMD 2008).
*Totals may not add due to rounding.

As shown in Table 4.8-4, the estimated total GHG emissions during construction of future projects that would be facilitated by the Metro Area Plan would be approximately 229,620 MT CO_2e over the 12-year construction period. Estimated Project-generated construction emissions amortized over 30 years would be approximately 7,654 MT CO_2e per year. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the following operational emissions analysis.

Operational Emissions

Operation of the future development that would be facilitated by the Metro Area Plan would generate GHG emissions through motor vehicle trips; landscape maintenance equipment operation (area source); energy use (natural gas and electricity); solid waste disposal; and water supply, treatment, and distribution and wastewater treatment. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described in Section 4.8.2.1, Methodology.

The estimated operational Project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, off-road equipment, and emergency generators are shown in Table 4.8-5, Project GHG Efficiency.

Table 4.8-5. Project GHG Efficiency

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year*			
Area	7,199	<1	<1	7,251
Energy	39,390	2	<1	39,605
Mobile	129,255	8	6	131,178

Table 4.8-5. Project GHG Efficiency

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year*			
Solid waste	3,098	183	0	7,676
Water supply and wastewater	8,747	78	2	11,267
Off-road equipment[1]	1,148	<1	0	1,160
Emergency generators	105	<1	0	105
Total	**188,413**	**273**	**8**	**198,242**
Amortized construction emissions (Table 4.8-4)				*7,654*
Total operational + amortized construction emissions				**205,896**
Project Service Population[2]				**112,081**
Project Efficiency[3]				**1.84**
Draft 2045 CAP-Based Efficiency Metric Threshold				**2.27**

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; CAP: Climate Action Plan.

1 This estimate includes emissions from electric forklifts calculated in a spreadsheet model.

2 The proposed Project is anticipated to accommodate 108,390 additional residents and approximately 3,691 new jobs resulting from the facilitated residential, mixed-use, commercial, and Industrial Program development/redevelopment, and as such, the Project's service population would be a total of 112,081 service persons.

3 Project efficiency is calculated by dividing the total operational and amortized construction emissions (205,896) by the Project's service population (112,081).

* The Project emissions reflect operational year 2035.

See Appendix C for complete results.

As shown in Table 4.8-5, estimated annual GHG emissions generated by future development that would be facilitated by the Metro Area Plan would be approximately 198,242 MT CO_2e per year as a result of Project operation. Estimated annual Project-generated operational emissions in 2035 and amortized Project construction emissions would be approximately 205,896 MT CO_2e per year. As explained previously, the Tier 4 efficiency metric threshold used is 2.27 MT CO_2e/SP/year consistent with the methodology described in Section 4.8.2.2. The proposed Project's service population is defined as residents plus employees. The proposed Project is anticipated to facilitate 108,390 additional residents and approximately 3,691 new jobs at buildout in 2035, for a total of 112,081 service persons. Accordingly, the proposed Project would result in an efficiency of 1.84 MT CO_2e/SP/year, which would not exceed the applied efficiency metric threshold of 2.27 MT CO_2e/SP/year. Therefore, GHG emissions generated by the Project would have a less than significant impact on the environment and no mitigation is required.

Threshold 4.8-2 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions include the SCAG's 2020-2045 RTP/SCS, CARB's Scoping Plan, and the County's Revised Draft 2045 Climate Action Plan. The proposed Project's potential to conflict with these plans, policies, and regulations is discussed below.

SCAG's 2020-2045 RTP/SCS

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light trucks in the southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land

use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020–2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region. The strategies that pertain to SCAG's support of local jurisdiction sustainability efforts would not apply to the proposed Project because those are strategies that are taken by SCAG to work with local jurisdictions to implement SCAG's goals and policies. (SCAG 2020). Compliance with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** The proposed Project would facilitate the potential development of up to 30,968 residential units within dense multi-use urban areas. The proposed units would be developed at a higher density in areas with existing access to transit (e.g., within existing TODs) and within dense, multi-use urban areas. As such, the facilitation of the proposed Project would provide residences within proximity to transit services. The Project's site location would reduce VMT by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips. The proposed Project would be consistent with the County's General Plan Policies to promote sustainability in land use design by encouraging development within dense multi-use urban areas to increase walking, bicycling, and transit ridership to reduce VMT, and improve pedestrian infrastructure through sidewalk continuity and street connectivity. The proposed Project also includes Policy TOD 1.1, which would further encourage development of higher density mixed-use, medium- to high-density mixed-income residential development and affordable housing in Transit Oriented Districts. The addition of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Planning Area's neighborhoods. Furthermore, the proposed Industrial Program would encourage existing heavier industrial and manufacturing land uses on select candidate parcels to transition to cleaner industrial uses, such as life science, custom manufacturing, or artisan production, which are generally less polluting and better neighbors to proximate residential uses. The transition to cleaner, alternative industrial uses on select candidate parcels would facilitate GHG emissions-reductions by facilitating a net increase in jobs near residential uses, thereby reducing commute distances for community members and potentially reducing emissions from commute trips associated with passenger vehicles. The Project also includes implementation programs that would encourage or promote multimodal transit and/or growth near destinations. For example, upon approval by Metro, Program 9, TOD Eastside Extension Specific Plan would develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project. The future TOD Eastside Extension Specific Plan would include components to encourage multimodal transit options and focus growth within the existing TOD.[6] Finally, Program 7, Accessory Commercial Unit Program, would support the Project's proposed amendment to allow ACUs on corner lots in residential zones by developing a toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an ACU.
- **Promote Diverse Housing Choices.** The proposed Project would comply with this strategy of the 2020–2045 RTP/SCS since it would result in the development of diverse housing types as well as new market-rate and affordable residential units to increase a mix of housing supply options. The proposed Project includes goals and policies that would provide a range of housing types in sufficient supply to meet the needs of current and future residents, provide a supply that ranges broadly in housing costs, and maintain a healthy

[6] The TOD Eastside Extension Specific Plan would be subject to future CEQA review, as necessary.

and diverse housing supply. For example, Policy TOD 1.1, Housing and Mixed-Use Development, of the Metro Area Plan, supports the provision of providing mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. Additionally, Policy TOD 1.5 would support development that incorporates uses such as affordable housing, job-generating uses, and community-serving retail and services.

- **Leverage Technology Innovations.** The proposed Project would comply with this strategy of the 2020-2045 RTP/SCS since it would be consistent with the County's General Plan Policies and would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, through energy-efficient design and support low emission technologies for transportation, such as alternative fuel vehicles to reduce per capita GHG emissions. As required by 2022 CALGreen, the proposed Project residential units would be required 10% of all parking spaces to be electric vehicle capable.
- **Promote a Green Region.** Another applicable strategy within the 2020–2045 RTP/SCS to the proposed Project involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. As mentioned above, the proposed Project includes policies to encourage green and resource-efficient development, including Policies TOD 1.1, LU 2.2, HW/EJ 1.4, M 2.3, S/CR 3.1 and S/CR 3.5. In addition, the development of multi-family residences allowed for by the proposed Project would be required to comply with 2022 Title 24 building code (at a minimum), which would require installation solar photovoltaic systems. Additionally, in accordance with existing implementation programs, such as the West-Vermont Avenue Green Alley Project and other County-approved green street and green alley projects, the County will continue to construct "green infrastructure" in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023).

Because the proposed Project would comply with the applicable GHG reduction strategies outlined in the 2020-2045 RTP/SCS impacts related to consistency with an applicable GHG reduction plan would be less than significant.

CARB Scoping Plan, SB 32, and EO S-3-05

As discussed in Section 4.8.1.1, the California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the Project, the relevant GHG emissions reduction targets include those established by Senate Bill (SB) 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state to achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined in AB 32, CARB is required to develop the Scoping Plan, which provides the framework for actions to achieve the state's GHG emission targets. The Scoping Plan is required to be updated every 5 years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. The first Scoping Plan was adopted in 2008, and was updated in 2014, 2017, and most recently in 2022. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used

as the sole basis for project-level evaluations,[7] it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress toward the 2030 SB 32 target (CARB 2022b). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2022 Scoping Plan updates that outline the strategy to achieve those targets are the most applicable to the proposed Project. Table 4.8-6, below, analyzes the Project's potential to conflict with the 2022 Scoping Plan actions that are the most applicable to the proposed Project, or more specifically, actions to achieve the GHG emissions targets set forth by SB 32 and AB 1279 that are relevant to the Project.[8]

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	40% below 1990 levels by 2030	***No conflict.*** While the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The Project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth / VMT	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	***No conflict.*** The Project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed below, the Project would be consistent with the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Additionally, the facilitation of the proposed Project would provide residences within proximity to transit services. The Project's site location would reduce VMT by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips.

[7] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

[8] Table 4.8-6 is not intended to provide exhaustive list of the 2022 Scoping Plan actions set forth to help the state reach its long-range climate objectives. Only the most relevant actions to the Project pertaining to SB 32 and AB 1279 are analyzed in Table 4.8-6. The 2022 Scoping Plan, inclusive of all actions, is available for review on CARB's website (CARB 2022a).

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of LDV sales are ZEV by 2035	***No conflict.*** As this action pertains to LDV sales within California, the Project would not obstruct or interfere with its implementation. Furthermore, the Project would support the transition from fossil fuel LDV to ZEV through Policy M 4.6 which would install EV chargers at County owned public venues and ensure that at least one-third of these charging stations will be available for visitor use
Truck ZEVs	100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	***No conflict.*** As this action pertains to MDV and HDV sales within California, the Project would not obstruct or interfere with its implementation.
Electricity Generation	Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[1] 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	***No conflict.*** As this Action pertains to the statewide procurement of renewably generated electricity, the Project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**No conflict.** The Project would not obstruct or interfere with CARB's efforts to meet the targets of all electric appliances for new residential and commercial buildings.
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	***No conflict.*** As this Action pertains to the electrification of off-road equipment across California, the Project would not obstruct or interfere with its implementation.
Chemicals and Allied Products; Pulp and Paper	Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045 Electrify 100% of other energy demand by 2045.	***No conflict.*** As this Action pertains to the electrification of industrial processes, the Project would not obstruct or interfere with its implementation.

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
Other Industrial Manufacturing	0% energy demand electrified by 2030 and 50% by 2045	***No conflict.*** As this Action pertains to the electrification of industrial processes, the Project would not obstruct or interfere with its implementation.
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	***No conflict***. The Project would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry	In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	***No conflict.*** The Project would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for use in buildings and industry.
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	***No conflict.*** The Project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022b.

Revised Draft 2045 Climate Action Plan

The County is currently updating its Climate Action Plan, which is slated for adoption in 2023. The Revised Draft 2045 Climate Action Plan includes 25 measures to reduce GHG emissions within the unincorporated portion of Los Angeles County. Those actions are grouped into 5 strategy areas including, Energy Supply, Transportation, Building Energy and Water, Waste and Agriculture, Forestry and Other Land Use. Although the Revised Draft 2045 Climate Action Plan does not apply until it is adopted, a qualitative analysis describing the Project's potential to conflict with the most applicable measures set forth in the Revised Draft 2045 Climate Action Plan is summarized below in Table 4.8-7 for informational purposes.[9]

[9] Table 4.8-7 only analyzes the Revised Draft 2045 Climate Action Plan measures that would be most applicable to the proposed Project and is not intended to represent an exhaustive list. The complete Revised Draft 2045 Climate Action Plan is available for review on the County's website (County of Los Angeles 2023a).

Table 4.8-7. Project Potential to Conflict with Revised Draft 2045 Climate Action Plan

Measure	Consistency
Energy Supply	
Decarbonize the energy supply.	***No conflict.*** The proposed Project would not obstruct or interfere with County's efforts to de-carbonize the energy within the unincorporated county. The Project area would also use energy provided by Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources.
Transportation	
Increase densities and diversity of land uses near transit.	***No conflict.*** The proposed Project would encourage development within dense multi-use urban areas to increase walking, bicycling, and transit ridership to reduce VMT, and improve pedestrian infrastructure through sidewalk continuity and street connectivity. The proposed zoning changes would result in infill development within existing residential communities and industrial sectors. In particular, Goal LU-2 and Policies LU 2.1 and 2.3
Reduce single-occupancy vehicle trips	***No conflict.*** The proposed Project would support this strategy through Policy M 2.4 Bicycle Amenities and M 3.1 Car Sharing and Carpooling. These measures would help to reduce single-occupancy vehicle trips within the Project Area by alternative transit options such as bicycles and walking more accessible.
Institutionalize low-carbon transportation	***Not applicable.*** This measure is not within the purview of this Project.
Building Energy and Water	
Decarbonize buildings.	***No conflict.*** The Project would not obstruct or interfere with County's efforts to de-carbonize buildings within the County. Compliance with Title 24 standards include building electrification ready requirements and on-site renewables in the form of roof top solar.
Improve efficiency of existing building energy use.	***Not applicable.*** This measure is not within the purview of this Project.
Conserve water.	***No conflict***. As stated previously, Future development from implementation of the proposed Project would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, by installing water conserving plumbing fixtures and fittings to reduce the developments' water use. The proposed Project would be consistent with the County's General Plan Policies to intensify water conservation efforts, and would be required to comply with the with the County's Water Conservation Requirements for the Unincorporated Los Angeles County Area Ordinance (Chapter 11.38, Water and Sewers, Part 4, Water Conservation Requirements for the Unincorporated Los Angeles County Area), which specifies requirements for watering restrictions and plumbing fixtures, among others)

Table 4.8-7. Project Potential to Conflict with Revised Draft 2045 Climate Action Plan

Measure	Consistency
Waste	
Minimize waste and recover energy and materials from the waste stream.	***No conflict***. Future developments from implementation of the proposed Project would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen code at a minimum. More specifically, the Project would be required to comply with CALGreen construction waste management and universal waste reduction measures.
Agriculture, Forestry and Other land Use	
Conserve forests and working lands	***No conflict.*** The proposed Project would indirectly assist in conserving forests and working lands by focusing new development in existing developed portions of Los Angeles County.
Sequester carbon and implement sustainable agriculture	***Not applicable.*** This measure is not within the purview of this Project.

Source: County of Los Angeles 2023a.

4.8.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative greenhouse gas emissions impacts includes the entire planet and is not limited to any particular region. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

As previously discussed above and in Section 4.8.1.2, Existing Environmental Conditions, global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG evaluations under CEQA are inherently a cumulative study (See *Center for Biological Diversity v. California Department of Fish and Wildlife* [2015] 62 Cal.4th 204). Therefore, the significance conclusions reached above in Section 4.8.2.4, Impact Analysis, with regard to potential Project-related GHG impacts also constitute this Recirculated Draft PEIR's significance conclusions with regard to cumulative GHG emissions impacts.

Threshold 4.8-1. As discussed above, GHG emissions inherently contribute to cumulative impacts, and thus, any additional GHG emissions would result in a cumulative impact. As shown in Tables 4.8-4 and 4.8-5, future development facilitated by the proposed Project is not expected to exceed the GHG efficiency metric established in Section 4.8.2.1, Methodology, and cumulative impacts related to GHG emissions would be less than significant. Therefore, the Project's incremental contribution to impacts regarding generation of GHG emissions would not be cumulatively considerable.

Threshold 4.8-2. GHG emissions inherently contribute to cumulative impacts, and thus, any potential to conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions would result in a cumulative

impact. As discussed in response to Threshold 4.8-2 above, the proposed Project would not conflict with applicable plans, policies, or regulations and impacts would not be cumulatively considerable.

4.8.2.6 Mitigation Measures

No mitigation measures are required.

4.8.2.7 Level of Significance After Mitigation

Threshold 4.8-1. The Project would generate **less than significant** GHG emissions and would not result in a cumulatively considerable impact related to GHG emissions.

Threshold 4.8-2. The proposed Project would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be **less than significan**t.

4.8.3 References

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

75 Federal Register (FR) 25324–25728. Final Rule: "Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards." July 6, 2010.

77 FR 62624–63200. Final Rule: "2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards." October 15, 2012.

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4.9 Hazards and Hazardous Materials

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on hazards and hazardous materials, including the potential for hazardous releases through routine transport, use or disposal of hazardous materials, significant hazards through upset conditions, emission of hazards near sensitive land uses, location of properties on a list of hazardous sites, location within proximity to an airport, and potential for interference with an emergency evacuation plan. A discussion of the existing hazards and hazardous materials conditions in the unincorporated communities of the Metro Planning Are (Project area) and the surrounding areas is included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information obtained from the Cortese List (databases maintained in accordance with California Government Code Section 65962.5), the National Pipeline Mapping System online database, the California Geologic Energy Management Division Well Finder database, EPA Superfund online database, the State Water Resources Control Board (SWRCB) Groundwater Ambient Monitoring and Assessment Program online database, and the Department of Toxic Substances Control's EnviroStor and the SWRCB's GeoTracker online databases. Additional resources are included in Section 4.9.3, References of this Draft EIR.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.9.1 Environmental Setting

4.9.1.1 Regulatory Setting

Federal

Resource Conservation and Recovery Act of 1976, with Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act (RCRA). These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program and California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, California Environmental Protection Agency (Cal/EPA) has in turn delegated enforcement authority to the County for state law regulating hazardous waste producers or generators. The 1986 amendments to RCRA enabled the United States Environmental Protection Agency (EPA) to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Based on a search of the DTSC EnviroStor database, five sites within the Project area have RCRA hazardous waste facility permits (DTSC, 2022a).

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in making decisions on how sites should be cleaned up, and increased the size of the trust fund to $8.5 billion. As discussed in Section 4.9.1.2, no Superfund sites are located within the Project area.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act, also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. Sections 301 through 312 of the Act are administered by EPA's Office of Emergency Management. EPA's Office of Information Analysis and Access implements the Emergency Planning Community Right-to-Know Act Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

Hazardous Materials Transportation Act

Transportation of hazardous materials is regulated by the U.S. Department of Transportation's Office of Hazardous Materials Safety. The office formulates, issues, and revises hazardous materials regulations under the Federal Hazardous Materials Transportation Law. The hazardous materials regulations cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications. The hazardous materials transportation regulations are codified in 49 Code of Federal Regulations (CFR) Parts 100–185.

The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials. Training requirements include pre-trip safety inspections, use of vehicle controls and equipment including emergency equipment, procedures for safe operation of the transport vehicle, training on the properties of the hazardous material being transported, and loading and unloading procedures. All drivers must possess a commercial driver's license as required by 49 CFR Part 383. Vehicles transporting hazardous materials must be properly placarded. In addition, the carrier is responsible for the safe unloading of hazardous materials at the site, and operators must follow specific procedures during unloading to minimize the potential for an accidental release of hazardous materials.

Occupational and Safety Health Act

The Occupational Safety and Health Administration (OSHA) is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementing workplace training, exposure limits, and safety procedures

for the handling of hazardous substances and hazardous materials (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

Code of Federal Regulations – Title 40

Title 40 CFR Part 273 governs the collection and management of widely generated waste, including batteries, pesticides, mercury-containing equipment, and bulbs. This regulation streamlines the hazardous waste management standards and ensures that such waste is diverted to the appropriate treatment or recycling facility.

Title 40 CFR Part 112 requires the preparation of a Spill Prevention, Control, and Countermeasure (SPCC) Plan if oil is stored in excess of 1,320 gallons in aboveground storage (or have a buried capacity of 42,000 gallons). SPCC regulations place restrictions on the management of petroleum materials and, therefore, have some bearing on hazardous materials management.

Title 40 CFR Part 61 established National Emission Standards for Hazardous Air Pollutants (NESHAP) and names asbestos-containing material (ACM) as one of these materials. ACM use, removal, and disposal are regulated by USEPA under this law. In addition, notification of friable ACM removal prior to a proposed demolition project is required by this law.

Regional Screening Levels (RSLs)

The federal EPA provides regional screening levels for chemical contaminants to provide comparison values for residential and commercial/industrial exposures to soil, air, and tap water (drinking water). RSLs are available on the EPA's website and provide a screening level calculation tool to assist risk assessors, remediation project managers, and others involved with risk assessment and decision-making. RSLs are also used when a site is initially investigated to determine if potentially significant levels of contamination are present to warrant further

investigation. In California, the DTSC Human and Ecological Risk Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. HERO created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels (DTSC-SLs) based on review of the EPA RSLs. The DTSC-SL should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Federal Aviation Administration

Title 14 CFR Part 77 establishes requirements for notifying the Federal Aviation Administration (FAA) of certain construction activities and alterations to existing structures, in order to ensure there are no obstructions to navigable airspace. For example, projects that include construction or alteration exceeding 200 feet in height above ground level are required to notify the FAA.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code (HSC) Chapter 6.95 and 19 California Code of Regulations (CCR) Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous materials chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

HSC Section 25501 states that a "hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment.

The transport of hazardous waste materials is further governed by California Health and Safety Code Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the Health and Safety Code requires transporters of hazardous waste to hold a valid registration issued by the DTSC in his/her possession while transporting hazardous waste. Additionally, Title 22, Chapter 13, of the CCR includes a number of requirements, which include, but are not limited to, the requirement to receive an identification number and a registration certificate from DTSC; requirement to obtain a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter prior to accepting hazardous wastes; and delivery of hazardous waste to authorized facilities only.

California Environmental Protection Agency

Cal/EPA was created in 1991 by the Governor's Executive Order W-5-91. Several state regulatory boards, departments, and offices were placed under the Cal/EPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Among those responsible for hazardous materials and waste management are DTSC, Department of Pesticide Regulation, and

Office of Environmental Health Hazard Assessment. Cal/EPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program).

California Department of Toxic Substances Control

The California DTSC, which is a department of Cal/EPA, is authorized to carry out the federal RCRA hazardous waste program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California, primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 California Code of Regulations [CCR] Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Based on a search of the DTSC EnviroStor database, 18 sites within the Project area have DTSC hazardous waste facility permits (DTSC, 2022a).

California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), provides oversight of the oil, natural gas, and geothermal industries in California. CalGEM requires that prior to commencing any work to abandon any oil/gas well, the owner or operator must request receive approval from CalGEM. Inactive and deserted oil and gas wells that are not maintained (i.e., “idle wells”) can pose threats to groundwater and public safety (CDOC 2022a).[1] As discussed in Section 4.9.1.2, 44 idle oil/gas wells are located within the Project area.

Idle well regulations were revised in April 2019 to create more stringent testing requirements that better protect public safety and the environment from the potential threats posed by idle wells. The regulations require idle wells to be tested and, if necessary, repaired, or permanently sealed and closed. If an operator becomes insolvent or deserts their idle wells, responsibility for permanently sealing and closing these wells may fall to the state. Since 1977, CalGEM has plugged and abandoned approximately 1,400 wells at a cost of $29.5 million (CDOC 2022a). To reduce the number of idle wells for which the state may become responsible, legislative and regulatory changes have been made to create incentives for operators to manage and eliminate their idle wells by entering into Idle Well Management Plans (IWMPs). If an operator does not have an IWMP, the operator must pay annual idle well fees. In 2018, CalGEM collected approximately $4.3 million in idle well fees (CDOC 2022a). These fees are deposited into the Hazardous and Idle-Deserted Well Abatement Fund to help fund the permanent sealing and closure of deserted wells (CDOC 2022a).

California Building Code

The State of California provides a minimum standard for building design through the 2022 California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. The Part 2 of the 2022 CBC is a fully integrated code based on the 2021 International Building Code. It is generally adopted on a jurisdiction by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings

[1] According to the California Public Resources Code, an idle well is defined as "...any well that for a period of 24 consecutive months has not either produced oil or natural gas, produced water to be used in production stimulation, or been used for enhanced oil recovery, reservoir pressure management, or injection. For the purpose of determining whether a well is an idle well, production or injection is subject to verification by the division” (CDOC 2022a).

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.

California Accidental Release Prevention Program (CalARP)

The CalARP Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. Under the regulations, industrial facilities that handle hazardous materials above threshold quantities are required to prepare and submit a Risk Management Plan to the local CUPA. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. 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. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act amendments. Based on Los Angeles County Fire Department online records, six sites within the Project area are active CalARP facilities (LACoFire 2022).

California Division of Occupational Safety and Health (Cal/OSHA)

Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials (8 CCR, Section 1529). Among other requirements, Cal/OSHA requires entities handling specified amounts of certain hazardous chemicals to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead. OSHA applies to this Project because contractors will be required to comply with its handling and use requirements that would increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.

California Fire Code (2022)

Part 9 of Title 24 of the California Code of Regulations refers to the California Fire Code, which contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of the following: fire and explosion; dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; and hazardous conditions in the use or occupancy of buildings or premises. The Fire Code also contains provisions to assist emergency response personnel. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rate construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-urban interface areas. There are fire-safety-related building standards are referenced in other parts of Title 24. The 2022 California Fire Code is a fully integrated code based on the 2021 International Fire Code.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Asbestos-Containing Materials Regulations

State-level agencies, in conjunction with EPA and the Occupational Safety and Health Administration, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed 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.

The California Air Resources Board (CARB) is responsible for overseeing compliance with the federal Asbestos NESHAP in Los Angeles County. The Asbestos NESHAP Program enforces compliance with the federal NESHAP regulation for asbestos and investigates all related complaints, as specified by California Health and Safety Code (HSC) Section 39658(b)(1). Of the 35 air districts in California, 16 of these districts do not have an asbestos program in place. In these "non-delegated" districts, a demolition/renovation notification is required for compliance with the Asbestos NESHAP. (This notification is not equivalent to a permit.) CARB reviews and investigates the notifications. The program also administers two annual statewide asbestos NESHAP task force meetings for air districts and EPA to facilitate communication and enforcement continuity and assists EPA in training district staff to enforce the asbestos NESHAP.

The California Department of Consumer Affairs Contractors State License Board manages the licensing of asbestos abatement contractors.

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (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 (15 US Code Section 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and 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 non-liquids, Regional Water Quality Control Boards may exercise discretion over the classification of such wastes.

Lead-Based Paint

California Occupational Safety and Health Administration's Lead in Construction Standard is contained in Title 8, Section 1532.1, of the California Code of Regulations. The regulations address all of the following areas: 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.

Environmental Screening Levels

Environmental Screening Levels (ESLs) provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. The ESLs were developed by San Francisco Bay Regional Water Quality Control Board (RWQCB); however, they are used throughout the state. While ESLs are not intended to establish policy or regulation, they can be used as a conservative screening level for sites with contamination.

DTSC Human and Ecological Risk Office Screening Levels

DTSC screening levels were derived from the EPA RSLs using DTSC-modified exposure and toxicity factors for constituents in soil, tap water, and ambient air. The DTSC screening levels should be used in conjunction with the EPA RSLs and RWQCB ESLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Local

Certified Unified Program Agency

A CUPA is a local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs, listed below, until they are certified. Currently, there are 83 CUPAs in California. LACoFD is the certified CUPA for the Project area and for many cities throughout the County. The Unified Program consolidates, coordinates, and makes consistent the following six existing programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Materials Management Plans and Hazardous Material Inventory Statements

Based on a review of the CalEPA Regulated Site Portal online database, 552 sites within the Project area are regulated by the CUPA for hazardous chemical management (CalEPA, 2022a).

South Coast Air Quality Management District (SCAQMD)

SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and clean up procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of structures with ACMs, asbestos storage facilities, and waste disposal sites.

SCAQMD Rule 1466, Control of Particular Emissions from Soils with Toxic Air Contaminants, regulates certain contaminants when an owner or operator conducts earth-moving activities of soil. The provisions in Rule 1466 include ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements.

Los Angeles County 2035 General Plan

Safety Element. The purpose of the Safety Element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards. The Safety Element works in conjunction with the Operational Area Emergency Response Plan (OAERP), which is prepared by the County's Chief Executive Office – Office of Emergency Management (CEO OEM). CEO OEM also prepares the All-Hazard Mitigation Plan, which provides policy guidance for minimizing threats from natural and man-made hazards and has been approved by FEMA and California Emergency Management Agency (CalEMA). The Safety Element includes policies for fire-related land use and building regulations in Los Angeles County, including policies that specifically pertain to properties in Very High Fire Hazard Severity Zones. The Safety Element also includes policies for emergency response within Los Angeles County. Emergency services within the County are provided by the LACoFD and Los Angeles County Sheriff's Department, in cooperation with local agencies.

The Safety Element of the General Plan provides the following goals and policies potentially relevant to the proposed Project (County of Los Angeles 2021):

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 4.1: Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.

Policy S 4.3: Ensure that biological and natural resources are protected during rebuilding after a wildfire event.

Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

Policy S 4.6: Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.

Policy S 4.8: Support the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the building and fire code, to help reduce the risk of structural and human loss due to wildfire.

Policy S 4.14: Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire.

Policy S 4.16: Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.

Policy S 4.18: Require Fire Protection Plans for new residential subdivisions in FHSZs that minimize and mitigate potential loss from wildfire exposure, and reduce impact on the community's fire protection delivery system.

Policy S 4.20: Prohibit new and intensification of existing general assembly uses in VHFHSZs unless: (1) the use is located in an existing approved specific plan or (2) the County determines there is sufficient secondary egress and the County determines the adjoining major highways and street networks are sufficient for evacuation, as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new general assembly uses in all other FHSZs.

Goal S 7: Effective County emergency response management capabilities

Policy S 7.1: 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 7.2: Support County emergency providers in reaching their response time goals.

Policy S 7.3: Coordinate with other County and public agencies, such as transportation agencies and health care providers, on emergency planning and response activities, and evacuation planning.

Policy S 7.4: Encourage the improvement of hazard prediction and early warning capabilities.

Policy S 7.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 7.6: Ensure that essential public facilities are maintained during disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.

Policy S 7.7: Locate essential public facilities, such as hospitals, where feasible, outside of hazard zones identified in the Safety Element to ensure their reliability and accessibility during disasters.

Policy S 7.8: Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.

Policy S 7.9: Work cooperatively with public agencies with responsibility for flood and fire protection, and with stakeholders in planning for flood and fire hazards.

Land Use Element. The Land Use Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the proposed Project (County of Los Angeles 2015):

Goal LU 1: A General Plan that serves as the constitution for development and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.

Policy LU 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 LU 1.6: In the review of a project-specific amendment(s) to convert lands within the Employment Protection District Overlay to non-industrial land use designations, ensure that the project- specific amendment(s):

- Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity;
- Will not negatively impact the productivity of neighboring industrial activities;
- Is necessary to promote the economic value and the long-term viability of the site; and
- Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Goal LU 3: A development pattern that discourages sprawl and protects and conserves areas with natural resources and significant ecological areas.

Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.6: Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.

Policy LU 7.7: Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.

Air Quality Element. The Air Quality Element of the General Plan provides the following goals and policies potentially relevant to the proposed Project (County of Los Angeles 2015):

Goal AQ 1: Protection from exposure to harmful air pollutants.

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.

Title 32 – County of Los Angeles Fire Code

The County of Los Angeles Fire Code incorporates portions of the California Fire Code and the International Fire Code and adds other chapters and appendices regarding automobile wrecking yards, infractions, permit requirements, wildfire, rifle ranges, and other topics. The County of Los Angeles Fire Code is updated every three years. Permit requirements include operational permits for hazardous materials. Hazardous materials permits are managed and overseen by the LACoFD.

Los Angeles County Code

Title 11- Health and Safety Code. Title 11 contains regulations addressing issues such as public health, hazardous commercial and residential operations, water hazards, and storage of hazardous materials. Division 2, General Hazards, Section 11.40.020 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". Division 4, Underground Storage of Hazardous Materials, Section 11.72.020 prevents and controls unauthorized discharges of hazardous materials from underground storage tanks.

Title 26- Building Code. The following sections of the County Code are relevant to the topics of hazards and hazardous materials.

Section 105.6.20. Hazardous Materials, states that operational permits are requirement to store, transport on site, dispense, use, or handle hazardous materials in excess of amounts listed in Table 105.6.20 of the County's Municipal Code.

Section 110.3. The County of Los Angeles, Department of Public Works (DPW), has developed methane policies and mitigation standards for construction within designated methane zones. Policies include construction and mitigation requirements when potential gas hazards are within 1,000 feet of fill sites containing disposable materials.

Section 110.4. Methane Gas Hazards, states that permits shall not be issued for new buildings or enclosed structures, additions, or conversions of a building or structure to habitable or occupiable space regulated by this Code on, adjacent to, or within 300 feet of active, abandoned or idle oil or gas well(s) unless designed according

to recommendations contained in a report prepared by a registered design professional, such as a licensed civil engineer or a licensed petroleum engineer, to evaluate whether such wells are being properly operated or maintained, or are abandoned. When approved by the Building Official, mitigation of methane gas hazards shall not be required for additions or alterations to existing buildings or structures located no closer than 200 feet to active, abandoned, or idle oil or gas well(s).

Section 110.5. Contaminated Soil Hazards, prohibits the issuance of permits for new buildings or enclosed structures, additions, or conversions of a building or structure to habitable or occupiable space on contaminated soil unless designed according to recommendations contained in a report prepared by a registered design professional, such as a licensed civil engineer or licensed petroleum engineer. Such report must contain a description of the design professional's investigation and recommendation to prevent the accumulation of hazardous concentrations of gases, or other hazardous material caused by contaminated soil. At the time of the final inspection, the registered design professional shall furnish a signed statement attesting that the building or structure has been constructed in accordance with the engineer's recommendations to address the contaminated soil conditions.

Green Zones Program

Adopted by the County Board of Supervisors (BOS) on June 14, 2022, and effective July 14, 2022, the County's Green Zones Program ordinance aims at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. The ordinance codified Chapter 22.84, Green Zones Districts into the Zoning Code, which established 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" are either prohibited or require Conditional Use Permit (CUP) with discretionary review. All seven unincorporated Project area communities are included as individual Green Zone Districts. The addition of development standards for new sensitive uses of the Green Zones Program provides protections to sensitive uses, such as multi-family residential developments, that locate near existing industrial uses. The Green Zones Program established a Sensitive Use chapter of the Zoning Code, and amended Division 2 of Section 22.17.190 (Definitions) to include an new definition for "Sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located…" (County of Los Angeles 2021a). The recycling and waste management revisions implemented by the Green Zones Program provide a better-regulated and updated process in alignment with new State regulations to permit new types of recycling processing facilities using newer technologies in order to meet state requirements, and to further define and provide specific regulations for automobile dismantling yards, pallet yards, recycling collection facilities, recycling processing facilities, organic waste, and solid waste facilities. The ordinance also established Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any oil well valve storage or repair in the Project area would require a CUP if located within a 500-foot radius of a lot containing a sensitive use.

Oil Well Ordinance

According to the BOS, "The growing body of scientific and public health evidence demonstrating the health, safety, and climate threats posed by oil and gas extraction has led to increased support for stronger regulations as well as the call to phase out urban oil drilling in its entirety" (County of Los Angeles 2021b). In response, the BOS recently

approved Ordinance No. 2003-004 (Oil Well Ordinance). The Oil Well Ordinance, which was adopted on January 24, 2023 and became effective February 23, 2023, prohibits new oil wells and production facilities in most unincorporated County areas, designates certain existing oil wells and production facilities in the unincorporated County as nonconforming due to use, and establishes consistent regulations for existing oil wells and production facilities during the amortization period. The provisions of the Oil Well Ordinance do not apply to any wells within the Baldwin Hills Community Standards District, within certain specific plans (applicable outside of the Project area), or to any wells within the unincorporated County operating under a valid discretionary permit (County of Los Angeles 2022b).[2] A nonconforming use is a legally established use that is not permitted in a given zone or area (County of Los Angeles 2023a). Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years, except when extended or revoked as otherwise provided (County of Los Angeles 2022c). The provisions of the Oil Well Ordinance are applicable to all oil wells within the Project area, except those operating under a valid discretionary permit.

Existing Community Based Plans and Specific Plans

The East Los Angeles 3rd Street Specific Plan, Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan), and Connect Southwest LA Specific Plan, do not contain any policies or goals that address hazards or hazardous materials.[3]

***Florence-Firestone Community Plan*.** The Florence-Firestone Community Plan seeks to increase the amount and quality of public spaces, ensure that every resident is within easy access of a park space, enhance neighborhood connectivity to parks and public facilities, and provide greenery throughout the community (County of Los Angeles 2019a). The Project would rescind the existing Florence-Firestone Community Plan; however, applicable plan components, including goals, policies, and themes, would be incorporated into the Metro Area Plan. The Florence-Firestone Community Plan provides the following goals and policies relevant to hazards and hazardous materials and the proposed Project (County of Los Angeles 2019a)

Policy I-3.4: **Hazardous Waste Management.** Require minimal use of hazardous chemicals and proper management of hazardous waste, including substituting hazardous chemicals used with less harmful alternatives, and legal disposal and elimination of untreated waste such as paints, oils, solvents, and other hazardous materials.

Goal EJ-1 Residents are protected from harmful environmental effects.

Policy EJ-1.2: **Development and Performance Standards.** Require that nonconforming uses with potential to create harmful environmental effects be brought into compliance with current development and performance standards. Discourage nonconforming uses from continuing if they cannot be operationally compatible with surrounding uses.

[2] In separate actions, the County will amend the Baldwin Hills Community Standards District and individual specific plans to prohibit new wells and production facilities and add additional standards, as applicable. The County will also take separate actions to pursue modifications to valid discretionary-use permits in accordance with existing procedures in Title 22 (County of Los Angeles 2022b).

[3] The FFTOD Specific Plan implements policies provided in the Florence-Firestone Community Plan by providing new design standards and implementation actions to support TOD development; however, the FFTOD Specific Plan itself does not contain any additional policies or goals that address hazards or hazardous materials.

Policy EJ-1.3: **Illegal Uses.** Require illegally established uses and egregious violations to be brought into compliance or be referred by enforcement officials for expedited legal action.

Policy EJ-1.4. **Sensitive Land Uses.** Require that proposals for new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks or other measures to minimize negative environmental and health impacts.

Goal EJ-2 New and existing development and land uses have minimal negative environmental impact.

Policy EJ-2.3: **Contaminated Sites.** Promote the reuse and remediation of contaminated sites to residential standards, giving priority to sites proximate to residential areas.

Goal EJ-4 The community is engaged and has access to information and resources related to environmental justice issues.

Policy EJ-4.1: **Environmental Justice Decision Making.** Ensure environmental justice, cumulative environmental impacts, and public health outcomes are analyzed in discretionary land use proposals and taken into account during the decision-making process.

Policy EJ-4.2: **Public Awareness About Land Use.** Increase public participation and ensure the public and other stakeholders are informed and have access to information on environmental justice issues and environmental and health risks impacting their community.

Policy EJ-4.3: **Toxic Materials Awareness.** Provide culturally and linguistically appropriate information and educational materials to residents about the effect of projects with toxic materials or emissions.

4.9.1.2 Existing Environmental Conditions

This section describes the existing hazardous materials conditions of the Project area. Information utilized for this section includes the publicly available database searches and documents that are cited within the text below.

For the purpose of this Recirculated Draft PEIR, the term “hazardous waste” refers to any waste material that exhibits ignitability, corrosivity, reactivity, and/or toxicity, meeting certain criteria as defined in 22 CCR, Section 66261.20. A “hazardous material” is defined in California Health and Safety Code Section 25501(n)(1), which states that a material could be hazardous “because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.”

Cortese List

California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese List, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, underground storage

tanks with unauthorized releases, solid waste disposal facilities from which there is migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements (CalEPA 2022b):

1. List of Hazardous Waste and Substances sites from DTSC's EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395);
2. List of Open Active Leaking Underground Storage Tank (LUST) Sites from the SWRCB's GeoTracker database (Health and Safety Code 25295);
3. List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision (e) and California Code of Regulations Title 14 Section 18051));
4. List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB (Water Code Sections 13301 and 13304); and
5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

A search of the online databases that provide information on Cortese List sites was conducted for the Project area. The findings of the searches are summarized in Table 4.9-1, Cortese Release Sites with Open Case Files, and 4.9-2, Cortese Release Sites with Closed Case Files, below, and are discussed in the community subsections below. Eleven (11) of the 247 Cortese list sites within the Project areas are open active investigation or remediation sites (Table 4.9-1). The vast majority of these sites (236 of the 247 Cortese list sites; Table 4.9-2) have release cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use.

Table 4.9-1. Cortese Release Sites with Open Case Files

Community	Site Name	Site Address
East Los Angeles	United El Segundo Station #54 (T0603705505)	705 Eastern Avenue N, Los Angeles, CA 90063
East Los Angeles	Davis Chemical Company	1550 North Bonnie Beach Place, Los Angeles, CA 90063
Florence-Firestone	Watts/Jordan Downs Project	Various addresses near Alameda Street and East 97th Street
Florence-Firestone	La City Dept Water & Power (T0603700406)	8627 Fir Avenue, Watts, CA 90002
Florence-Firestone	Service Plating Company Inc	1855 East 62nd Street, Los Angeles, CA 90001
Walnut Park	Cantamar Property Management, Inc. (T10000016040)	7400 Pacific Boulevard, Huntington Park, CA 90255
West Athens-Westmont	Chung's Auto Repair (T0603725285)	8620 Normandie Avenue S., Los Angeles, CA 90044
West Athens-Westmont	Rashid Shell Former (T10000017034)	2138 Century Blvd W, Los Angeles, CA 90047
West Athens-Westmont	Exxon #7-3591 (Former) (T0603702884)	1377 Imperial Hwy W, Athens, CA 90044

West Rancho Dominquez-Victoria	United Oil #1 (T060379096)	450 E El Segundo Blvd, Los Angeles, CA 90061
Willowbrook	Los Angeles County DHS (T10000017622)	12021 Wilmington Avenue, Los Angeles, CA 90059
Willowbrook	Willow Apartments (SI204DG2390)	12612 South Wilmington Street, Compton, CA 90222

Source: CalEPA 2022b

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
East Los Angeles	A & A Rentals (T0603712604)	3431 East Cesar Chavez Avenue, Los Angeles, CA 90063
East Los Angeles	A1 Steel Fence Co Former (T10000006344)	4655 Telegraph Rd, Los Angeles,CA90022
East Los Angeles	Able Sheet Metal Products (T0603702672)	614 Ford Blvd N, East Los Angeles, CA 90022
East Los Angeles	Aramark Uniform Services (T0603704521)	4422 Dunham St E, East Los Angeles, CA 90023
East Los Angeles	Arco # 5027 (T0603792897)	3834 3rd St East, Los Angeles, CA 90063
East Los Angeles	Arco #09525 (T10000002650)	3541 East Cesar Chavez Avenue, Los Angeles, CA 90063-2238
East Los Angeles	Arco #5027 (T0603704731)	3834 3rd St E, Los Angeles, CA 90063
East Los Angeles	Arco #6153 (T0603796319)	5200 Whittier Avenue E., Los Angeles, CA 90022
East Los Angeles	Arco #6153 (T0603702801)	5200 Whittier Blvd E, East Los Angeles, CA 90022
East Los Angeles	Arco #6178 (T0603704554)	3949 Dennison St, East Los Angeles, CA 90023
East Los Angeles	Atlos Rubber, Inc. (Former) (T0603718353)	1522 Fishburn Avenue, Los Angeles, CA 90063
East Los Angeles	B&C Plating (T0603760594)	1467 S Sunol Dr, Los Angeles, CA 90023
East Los Angeles	Big Boy #2 Auto Repair Shop (T0603704620)	1815 Eastern Avenue N, Los Angeles, CA 90032
East Los Angeles	Burger King (T0603705382)	545 1/2 Atlantic Blvd S, Los Angeles, CA 90022
East Los Angeles	C & R Auto Electric (T0603704451)	506 Brannick Avenue N, Los Angeles, CA 90863
East Los Angeles	Calvary Cemetery Maintenance (T0603704346)	4201 Whittier Blvd, East Los Angeles, CA 90023
East Los Angeles	Cesar Rowan, LLC (T0603740312)	3560 Cesar Chavez Avenue E., East Los Angeles, CA 90063
East Los Angeles	Chevron #9-3699 (T0603704596)	250 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	Chevron #9-6450 (T0603703455)	3853 City Terrace Dr E, City Terrace, CA 90063
East Los Angeles	Crown Zellerbach Corporation (T0603703263)	4000 Union Pacific Avenue E, East Los Angeles, CA 90023

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
East Los Angeles	Cuddly Toys Mfg (T0603704442)	1835 Eastern Avenue N, Los Angeles, CA 90032
East Los Angeles	Daniel Herhadez (T0603704313)	4250 City Terrace Dr, City Terrace, CA 90063
East Los Angeles	Darigold, Inc. (T0603704627)	1474 Indiana St N, City Terrace, CA 90063
East Los Angeles	Dozier St Units (T10000004212)	3805 Dozier St, Los Angeles, CA 90063
East Los Angeles	Eastern Auto Brokers (T10000007112)	4701 Olympic Blvd E, Los Angeles, CA 90022
East Los Angeles	Eastern Auto Repair (T0603704611)	1711 Eastern Avenue, City Terrace, CA 90063
East Los Angeles	EDCO Station Inc (T0603705422)	5050 Olympic Blvd E, Los Angeles, CA 90022
East Los Angeles	El Tecolote Garage (T0603760853)	3470 Cesar Chavez Avenue E., Los Angeles, CA 90063
East Los Angeles	Exxon #7-2303 (T0603702821)	1535 Eastern Avenue N, Los Angeles, CA 90063
East Los Angeles	Fast And Fair (T0603704967)	4329 Union Pacific Avenue E, Los Angeles, CA 90023
East Los Angeles	Foote Axle & Forge Co. (T0603704162)	3954 Whiteside St, City Terrace, CA 90063
East Los Angeles	Ford Elementary School (T0603705427)	1112 Ford Blvd S, Los Angeles, CA 90022
East Los Angeles	Freeway Ford (T0603704619)	666 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	G&M S/S (T0603705293)	401 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	Gas Station Former (T0603705242)	4294 Olympic Blvd E, East Los Angeles, CA 90022
East Los Angeles	Gomez Gas Station (T0603702727)	4640 Olympic Blvd E, Los Angeles, CA 90022
East Los Angeles	Gonzales Service (T0603704110)	4302 3rd St E, East Los Angeles, CA 90022
East Los Angeles	GTO Transmission (T0603784094)	3376 East City Terrace Drive, Los Angeles, CA 90063
East Los Angeles	Hertz Property (T0603747349)	3845 3rd St E., Los Angeles, CA 90063
East Los Angeles	Hi-Tek Polymers (T0603701161)	4640 Worth St, Los Angeles, CA 90063
East Los Angeles	Ibarra's Auto Mechanic (T0603705319)	4141 Olympic Blvd E, East Los Angeles, CA 90023
East Los Angeles	Interez Incorporated (Former) (T0603704530)	3929 Medford St, City Terrace, CA 90063
East Los Angeles	LA Co Automotive Repair (T0603700655)	1104 Eastern Avenue N, East Los Angeles, CA 90022
East Los Angeles	LA Co DPW Road Rd 142 (T0603704720)	4304 E Eugene St, East Los Angeles, CA 90022
East Los Angeles	LA Co Fire Dept (T0603705156)	1320 Eastern Avenue N, City Terrace, CA 90063

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
East Los Angeles	LA Co Fire Station #001 (T0603705155)	1108 Eastern Avenue N, East Los Angeles, CA 90022
East Los Angeles	LA Co Fire Station #003 (T0603705165)	930 Eastern Avenue S, East Los Angeles, CA 90022
East Los Angeles	LA Co Sheriff East LA Station (T0603704650)	5019 E 3rd St, East Los Angeles, CA 90022
East Los Angeles	La Mancha Development (T0603700101)	3470 Cesar E Chavez, Los Angeles, CA 90063
East Los Angeles	La Reina Inc. (T0603702781)	316 Ford Blvd N, East Los Angeles, CA 90022
East Los Angeles	LA Unified School District (T10000000506)	4141 E Cesar E Chavez Avenue, Los Angeles, CA 90063
East Los Angeles	Larry's Service (Former) (T0603705281)	4100 Floral Dr, Los Angeles, CA 90063
East Los Angeles	Legrand Wilbert Vaults (T0603703942)	4212 Whittier Blvd, East Los Angeles, CA 90023
East Los Angeles	Lightning Automotive (T0603704733)	3963 Union Pacific Avenue E, Los Angeles, CA 90023
East Los Angeles	M&A Transfer/Hot Point Dist. (T0603704410)	5125 Telegraph Rd, East Los Angeles, CA 90022
East Los Angeles	Mac Adam International (T0603704779)	4218 Whiteside Avenue, East Los Angeles, CA 90063
East Los Angeles	Magdalena Martinez (T0603705493)	4545 Cesar Chavez Avenue E, Los Angeles, CA 90022
East Los Angeles	Marge Hartunian (T0603705533)	4346 Cesar Chavez Avenue E., Los Angeles, CA 90022
East Los Angeles	Marquez Shell #3 (T0603741217)	3965 E Olympic Blvd, Los Angeles, CA 90023
East Los Angeles	Mobil #18-Lpn (Former #11-Lpn) (T0603702680)	1600 Eastern Avenue N, Los Angeles, CA 90063
East Los Angeles	MPR Auto and Truck Repair (T10000005953)	1623 Miller Avenue, Los Angeles, CA 90063
East Los Angeles	Munoz Auto Service (T0603782160)	5900 E Olympic Blvd, Los Angeles, CA 90022
East Los Angeles	O&R Enterprises (T0603751171)	4245 E Olympic Blvd, East Los Angeles, CA 90023
East Los Angeles	OL Virginia Packing, Inc. (T0603702671)	4709 Cesar Chavez E, Los Angeles, CA 90022
East Los Angeles	Ortiz and Rimola (T0603705317)	4020 E Olympic Blvd, Los Angeles, CA 90023
East Los Angeles	Pep Boys Store #652 (T0603758495)	256 Atlantic Blvd S, Los Angeles, CA 90022
East Los Angeles	Phang Auto Center (T0603791317)	4479 Olympic Blvd E, East Los Angeles, CA 90023
East Los Angeles	Picnic Services (T0603705168)	5037 Olympic Blvd E, East Los Angeles, CA 90022

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
East Los Angeles	R & R Services (T0603713606)	500 S Ford Blvd, Los Angeles, CA 90022
East Los Angeles	R-Boys 99 Cents Store (T0603704853)	601 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	Ralph Moran Property (T0603704724)	4247 3rd St E, East Los Angeles, CA 90022
East Los Angeles	Ralphs Texaco (T0603704717)	3601 5th St E, East Los Angeles, CA 90063
East Los Angeles	Rapid Gas #34 (T0603703717)	3915 Olympic Blvd E, East Los Angeles, CA 90023
East Los Angeles	Ruben Gonzales Garage (T10000000531)	4201 City Terrace Dr, Los Angeles, CA 90063
East Los Angeles	Shell #204-4530-5202 (Former) (T0603702827)	3600 3rd St E, East Los Angeles, CA 90063
East Los Angeles	Shell #204-4534-2205 (T0603703101)	4357 Cesar Chavez E, City Terrace, CA 90022
East Los Angeles	Shell #204-4534-6008 (T0603703201)	3853 3rd St E, Los Angeles, CA 90063
East Los Angeles	Shell #204-4534-8509 (T0603703182)	5160 Olympic Blvd E, East Los Angeles, CA 90022
East Los Angeles	Shell #204-4539-1301 (T0603704730)	4411 Whittier Blvd E, East Los Angeles, CA 90023
East Los Angeles	Shell #204-4539-2200 (T0603702865)	4625 Olympic Blvd E, East Los Angeles, CA 90022
East Los Angeles	Shell Service Station (T0603759489)	4357 E Cesar E Chavez Avenue, Los Angeles, CA 90022
East Los Angeles	Shell Service Station (Former) (T0603713719)	3853 3rd St E., Los Angeles, CA 90063
East Los Angeles	Shell Station (Former) (T0603778678)	4411 Whittier Blvd. E., Los Angeles, CA 90022
East Los Angeles	Shell Station (Former) (T0603739146)	5160 Olympic Blvd, Los Angeles, CA 90022
East Los Angeles	SKP Mobil Oil Company (T10000006475)	301 Atlantic Blvd S, Los Angeles, CA 90022
East Los Angeles	Southern CA Drum Co (T0603704546)	1501 Fishburn Avenue, City Terrace, CA 90063
East Los Angeles	Texaco Service Station Former (T0603704827)	3875 3rd St E, City Terrace, CA 90063
East Los Angeles	Thrifty #032 (T0603703683)	3981 Whittier Blvd E, Los Angeles, CA 90023
East Los Angeles	Thrifty Oil #030 (T0603704981)	3541 Cesar Chavez E, Los Angeles, CA 90063
East Los Angeles	Thrifty Oil Co. #286 (T0603705426)	5756 Whittier Blvd, Commerce, CA 90022
East Los Angeles	Tony's Transmissions (T0603721725)	4327 E Cesar E Chavez Avenue, Los Angeles, CA 90022
East Los Angeles	Tosco/Unocal #30327(Former) (T0603746658)	5200 Olympic Boulevard E, East Los Angeles, CA 90022

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
East Los Angeles	United Oil #34 (T0603783472)	3915 E Olympic Blvd, Los Angeles (Unincorporated), CA 90022
East Los Angeles	United Refrigeration (T0603704518)	3419 Fowler St, City Terrace, CA 90063
East Los Angeles	Unocal #0495 (T0603702826)	5200 Olympic Blvd E, East Los Angeles, CA 90022
East Los Angeles	Unocal #1107 (T0603704571)	300 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	Unocal #5842 (T0603703218)	1141 Ditman Avenue S, East Los Angeles, CA 90023
East Los Angeles	Unocal #6010 (T0603702881)	3860 3rd St E, City Terrace, CA 90063
East Los Angeles	Unocal #6358 (T0603702825)	1540 Eastern Avenue N, City Terrace, CA 90063
East Los Angeles	US Postal Service (T0603705437)	975 Atlantic Blvd S, East Los Angeles, CA 90022
East Los Angeles	Uzeta Amc (T0603704575)	377 Atlantic Blvd S, Los Angeles, CA 90022
East Los Angeles	Wellman Properties (T0603701160)	4560 Worth St, Los Angeles, CA 90063
East Rancho Dominguez	Eddies Liquor & Jr Market #38 (T0603705663)	4214 E Compton Blvd, Compton, CA 90221
East Rancho Dominguez	J's Gunite (T0603753176)	15614 S Atlantic Avenue, Compton, CA 90221
East Rancho Dominguez	P & M Service Station #902 (T0603704797)	4250 Compton Blvd E, Compton, CA 90221
East Rancho Dominguez	Rayner Family Trust (T0603704339)	15729 Atlantic Blvd S, Compton, CA 90221
East Rancho Dominguez	Shell (T0603703420)	13022 Atlantic Avenue S, Compton, CA 90221
East Rancho Dominguez	Shell Service Station (Former) (T0603767530)	13022 Atlantic Blvd, Compton, CA 90221
East Rancho Dominguez	Tosco - 76 Station #3319 (T0603704602)	4502 Rosecrans Avenue E, Compton, CA 90221
Florence-Firestone	A & N Service Corporation (T0603746550)	7831 Alameda St S, Los Angeles, CA 90001
Florence-Firestone	ABC Bins (T0603765586)	8801 Alameda St., Los Angeles, CA 9002-1842
Florence-Firestone	Alvarado's Tires (T10000001176)	2225 E Firestone Blvd, Los Angeles, CA 90002-1547
Florence-Firestone	American Tara Corporation (T0603705279)	8145 Beach St S, Los Angeles, CA 90002
Florence-Firestone	Arco Facility No. 9646 (T0603790098)	1403 Century Boulevard, Los Angeles, CA 90047
Florence-Firestone	Auto Repair Facility (T10000016056)	2111 Firestone Bl, Los Angeles, CA 90002
Florence-Firestone	Autozone (Current) (T10000004710)	1262 E Firestone Blvd, Los Angeles (Unincorporated), CA 90001

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
Florence-Firestone	Cetl Darinka Property (T10000004674)	8200 S Compton Avenue, Los Angeles, CA 90001
Florence-Firestone	Costa Management Inc. (T0603720569)	9622 Kalmia St, Los Angeles, CA 90002
Florence-Firestone	Edwards Container (T0603704311)	7766 Maie Avenue S, Florence, CA 90001
Florence-Firestone	Jack Engle & Company (T0603703865)	8440 Alameda St S, Florence, CA 90001
Florence-Firestone	Jorge Mansilla Property (T10000000384)	1950 Firestone Blvd, Los Angeles, CA 90001
Florence-Firestone	Miracle Mission Baptist Church (T10000004798)	8416 S Central Avenue, Los Angeles, CA 90001
Florence-Firestone	Mobil 18-LI9 (T0603702879)	1502 Firestone Blvd E, Watts, CA 90002
Florence-Firestone	Nadeem Raza (T0603707618)	1358 E Firestone Blvd, Los Angeles, CA 90002
Florence-Firestone	National Distributors, Inc. (T0603703765)	1650 Nadeau St E, Florence, CA 90001
Florence-Firestone	Rich Steel Pickling Co (T10000000201)	8019 Beach St, Los Angeles, CA 90001
Florence-Firestone	Shell Service Station (T0603727567)	1454 Firestone Blvd E., Los Angeles, CA 90001
Florence-Firestone	Texaco Service Station (Former) (T0603793081)	7907 Santa Fe Avenue, Walnut Park, CA 90255
Florence-Firestone	Unocal #5750 (T0603702805)	1202 Firestone Blvd E, Florence, CA 90001
Florence-Firestone	Victory Salvage, Inc (T10000002156)	8015 South Alameda Street, Los Angeles, CA 90001-4107
Florence-Firestone	Woody's Service Station (T0603702804)	1601 Firestone Blvd E, Florence, CA 90001
Florence-Firestone	Anchor Glass Facility (T0603702730)	7507 Roseberry Avenue, Huntington Park, CA 90255
Florence-Firestone	Araclean Services (T0603703063)	1405 58th Pl E, Florence, CA 90001
Florence-Firestone	Dynamic Air Engineering (T0603704526)	7412 Maie Avenue, Florence, CA 90001
Florence-Firestone	Ed Fountain Lumber Company (T0603704574)	6218 Hooper Avenue S, Los Angeles, CA 90001
Florence-Firestone	Florence Car Wash (T0603704693)	1662 Florence Avenue E, Los Angeles, CA 90001
Florence-Firestone	Former Anchor Glass Facility (T0603733986)	7507 Roseberry Avenue, Huntington Park, CA 90255
Florence-Firestone	Former Unocal Station #2929 (SI092515)	2050 & 2060 E. Florence Avenue, Los Angeles, CA 90001
Florence-Firestone	McDonalds Restaurant #2211 (T0603705296)	1118 Slauson Avenue E, Los Angeles, CA 90001
Florence-Firestone	Oscars Auto Service (T10000001879)	6320 Holmes Avenue, Los Angeles, CA 90001

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
Florence-Firestone	Shell Service Station (T0603766906)	2322 Florence Avenue E., Huntington Park, CA 90255
Florence-Firestone	Shell Station (Former) (T0603762417)	1511 Florence Avenue E., Los Angeles, CA 90001
Florence-Firestone	South Region High School #2 (T0603762393)	6100 Central Avenue, Los Angeles, CA 90001
Florence-Firestone	Superior Warehouse Grocers (T0603704774)	7316 Compton Avenue S, Florence, CA 90001
Florence-Firestone	World Oil #13 (T0603704948)	1935 Florence Avenue E, Los Angeles, CA 90001
Florence-Firestone	World Oil Marketing Co. #2 (T0603786022)	1101 Florence Avenue E., Los Angeles, CA 90001
Florence-Firestone	World Oil Service Station #2 (T0603704947)	1101 Florence Avenue E, Los Angeles, CA 90001
Walnut Park	Santa Fe Arco & Mini Market (T0603703073)	8300 Santa Fe Avenue S, Huntington Park, CA 90255
Walnut Park	Santa Fe Arco And Mini Mart (T10000000381)	8300 Santa Fe Avenue, Huntington Park, CA 90255
Walnut Park	La Alameda LLC (Former Anchor Glass Container) (T0603756678)	7507 Roseberry Avenue,, Huntington Park, CA 90255
Walnut Park	Western Auto Sales (Former Arco) (T0603705487)	2876 Florence Avenue E, Huntington Park, CA 90255
West Athens-Westmont	Arco #5016 (T0603703023)	12726 Western Avenue S, Athens, CA 90047
West Athens-Westmont	Athens Maint. Yard/LA County (T0603705529)	10426 Normandie Avenue, Los Angeles, CA 90044
West Athens-Westmont	Caltrans I-105 Fwy Project 3, Parcel 15	NE of Western Avenue & 120th St
West Athens-Westmont	Caltrans I-105 #16 & 17	I-105 Fwy Between Normandie Blvd & Imperial Hwy
West Athens-Westmont	Century Automotive (T0603704465)	10837 Vermont Avenue S, Athens, CA 90044
West Athens-Westmont	Chester Washington Golf Course (T0603705158)	1930 W 120th St, Los Angeles, CA 90047
West Athens-Westmont	Continental Baking Company (T0603701098)	6007 Saint Andrews Pl S, Los Angeles, CA 90047
West Athens-Westmont	Former George Manor Auto & RV Repair (T0603753656)	1360 Imperial Hwy W., Los Angeles, CA 90044
West Athens-Westmont	G&M Oil Company #99 (T0603726297)	12726 Western Avenue S., Los Angeles, CA 90047
West Athens-Westmont	I S D Storage Building (T0603790018)	1304 Imperial Hwy W, Los Angeles, CA 90044
West Athens-Westmont	LA Co DPW WW Athens Yard (T0603704955)	10426 Normandie Avenue S, Gardena, CA 90044
West Athens-Westmont	LA Co Fire Station #14 (T0603705160)	1401 W 108th St, Los Angeles, CA 90047

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
West Athens-Westmont	LA County Community Development Commission (T0603777221)	10500 Normandie Avenue S., Los Angeles, CA 90044
West Athens-Westmont	LA Southwest College (T0603764149)	11404 South Western Avenue, Los Angeles, CA 90047
West Athens-Westmont	Mobil #18-Kyw (T0603741174)	1769 Imperial Hwy W., Los Angeles, CA 90047-4814
West Athens-Westmont	Mobil #18-Kyw (Former #11-Kyw) (T0603703180)	1769 Imperial Hwy W, Los Angeles, CA 90047
West Athens-Westmont	Pacific Bell (A3-600) (T0603701021)	12305 Vermont Avenue S, Athens, CA 90044
West Athens-Westmont	Shell (T0603700036)	1550 Imperial Hwy, Los Angeles, CA 90047
West Athens-Westmont	Shell #204-4539-4008 (T0603703091)	1816 Imperial Hwy W, Los Angeles, CA 90047
West Athens-Westmont	Thrifty #199 (T0603704455)	11259 Vermont Avenue S, Los Angeles, CA 90044
West Athens-Westmont	Toyon LLC (T0603792980)	3754 Imperial Hwy W, Hawthorne, CA 90250
West Athens-Westmont	Unocal #3173 (T0603704606)	11404 Western Avenue S, Los Angeles, CA 90047
West Athens-Westmont	Williams Olive Glen 69 LLC (T10000003451)	1535 W 120th St, Los Angeles, CA 90047
West Athens-Westmont	Breen Laboratories (T0603705069)	8931 Vermont Avenue S, Athens, CA 90044
West Athens-Westmont	Chevron #9-7811 (T0603703511)	6150 Telegraph Rd E, Montebello, CA 90044
West Athens-Westmont	EID Arco (T0603792951)	1359 Century Blvd W, Los Angeles, CA 90044
West Athens-Westmont	Rashid Shell (T0603765533)	2138 Century Blvd. W., Los Angeles, CA 90047
West Athens-Westmont	Shell #204-4534-2007 (T0603702846)	2138 Century Blvd W, Los Angeles, CA 90047
West Athens-Westmont	Thrifty #252 (T0603703085)	1403 Century Blvd W, Gardena, CA 90047
West Rancho Dominquez-Victoria	A&A Ready Mixed Concrete (T10000000150)	134 Redondo Beach Blvd W, Gardena, CA 90248
West Rancho Dominquez-Victoria	AB Plastics (T0603703649)	15730 Figueroa St S, Gardena, CA 90248
West Rancho Dominquez-Victoria	Alameda Pipe & Supply Co Inc (T0603704041)	15100 San Pedro St S, Gardena, CA 90247
West Rancho Dominquez-Victoria	Angelus Block Co. (T0603703770)	252 Redondo Beach Blvd E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Arco #5170 (T0603703015)	105 El Segundo Blvd E, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	Avalon Texaco (T0603704632)	15801 Avalon Blvd S, Gardena, CA 90248
West Rancho Dominquez-Victoria	Blue River Denim (Former) (T10000011154)	13200 Avalon Blvd, Los Angeles, CA 90061

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
West Rancho Dominquez-Victoria	Browning Ferris Industries (T0603703058)	14905 San Pedro St S, Gardena, CA 90248
West Rancho Dominquez-Victoria	Celco LLC (T10000007061)	541 Redondo Beach Blvd E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Charles E. Buggy Inc. (T0603704393)	543 Airline Wy E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Chevron #9-0551 (T0603704836)	250 Rosecrans Avenue W, Gardena, CA 90248
West Rancho Dominquez-Victoria	Circle K #7889/Thrifty Oil#130 (T0603704699)	600 Rosecrans Avenue E, Los Angeles, CA 90248
West Rancho Dominquez-Victoria	Columbia Manufacturing Corp. (T0603704358)	14400 San Pedro St S, Rosewood, CA 90248
West Rancho Dominquez-Victoria	Complete Charter Lines (Former) (T0603704221)	14531 Avalon Blvd S, Rosewood, CA 90248
West Rancho Dominquez-Victoria	Demartini Estate (T0603704461)	509 Alondra Blvd E, Gardena, CA 90247
West Rancho Dominquez-Victoria	Elixir Industries (T0603704537)	15722 Broadway S, Rosewood, CA 90248
West Rancho Dominquez-Victoria	First Group America, Inc. (T10000006272)	15500 Avalon Blvd S, Compton, CA 90220
West Rancho Dominquez-Victoria	Ivan Halperin (T0603744656)	14900 South Avalon Boulevard, Gardena, CA 90248
West Rancho Dominquez-Victoria	J. E. Dewitt - Cl 795 (T10000002786)	15914 S Avalon Blvd, Compton, CA 90220-3213
West Rancho Dominquez-Victoria	Jack In The Box (T0603742772)	12735 Main St S., Los Angeles, CA 90061
West Rancho Dominquez-Victoria	LA Co Fire Station #95 (T0603705128)	137 W Redondo Beach Blvd, Gardena, CA 90248
West Rancho Dominquez-Victoria	LA Concrete Pumping (T0603705531)	522 Airline Way E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Laidlaw Educational Services (T10000000522)	14800 S Avalon Blvd, Gardena, CA 90248
West Rancho Dominquez-Victoria	MDT Medical Dental Technology (T0603704211)	15025 Main St S, Gardena, CA 90247
West Rancho Dominquez-Victoria	Pass & Seymour (T0603702853)	15100 Figueroa St S, Rosewood, CA 90248
West Rancho Dominquez-Victoria	Proposed 7 Eleven (T10000006137)	15230 Avalon Blvd S, Gardena, CA 90220
West Rancho Dominquez-Victoria	Reliance Upholstery Supply Co. (T0603702664)	15902 Main St S, Rosewood, CA 90248
West Rancho Dominquez-Victoria	Roger's Yacht Transport (T0603704106)	14732 Maple Avenue S, Gardena, CA 90247
West Rancho Dominquez-Victoria	Safety-Kleen Service (Former) (T0603701279)	139 157th St E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Self Storage/Ryder Truck (T0603704454)	15500 Avalon Blvd S, Compton, CA 90220

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
West Rancho Dominquez-Victoria	Shell #204 (T0603704295)	12706 Central Avenue S, Compton, CA 90220
West Rancho Dominquez-Victoria	Shell Station (Former) (T0603777335)	1160 Rosecrans Avenue W., Compton, CA 90220
West Rancho Dominquez-Victoria	Sierracin/Thermal Systems (T0603701154)	13420 Broadway S, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	Standard Metal Recycling Corp (T0603704044)	378 West 133rd Street, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	TCI Aluminum (T0603701281)	240 Rosecrans Avenue E, Gardena, CA 90248
West Rancho Dominquez-Victoria	Texaco (Former) (T0603701151)	12800 Avalon Blvd, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	Tosco S.S. #3327 (T0603792960)	14216 Avalon Blvd S, Los Angeles, CA 90059
West Rancho Dominquez-Victoria	Trench Shoring (T0603718394)	636 Rosecrans Avenue E, Los Angeles, CA 90059
West Rancho Dominquez-Victoria	Trench Shoring Company (T10000012966)	636 Rosecrans Avenue E, Los Angeles, CA 90059
West Rancho Dominquez-Victoria	United Bearing Co of Calif (T0603704933)	15916 Figueroa St S, Gardena, CA 90248
West Rancho Dominquez-Victoria	Unocal (T0603702906)	13707 Broadway S, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	Unocal #4879 (T10000005369)	506 Rosecrans W, Gardena, CA 90247
West Rancho Dominquez-Victoria	Unocal #5104 (T10000005430)	12800 Figueroa St S, Los Angeles, CA 90061
West Rancho Dominquez-Victoria	V & M Precision Grinding Co. (T0603702982)	14032 Avalon Blvd S, Willowbrook, CA 90061
West Rancho Dominquez-Victoria	Viking Freight Systems (T0603704509)	14719 San Pedro St S, Gardena, CA 90248
West Rancho Dominquez-Victoria	Yellow Freight System Inc (T0603700222)	15400 Main St S, Gardena, CA 90247
Willowbrook	Alameda Lumber (Formerly Bent Mfg) (T0603735475)	12819 S Alameda St, Compton (Unincorporated), CA 90222
Willowbrook	Concrete Anchors (T0603772186)	130 Oris St E, Compton, CA 90222
Willowbrook	Estate Of Theorie Harry Pleasant (T0603727814)	2100 Stockwell St E., Compton, CA 90222
Willowbrook	Hooper Texaco Service (T0603704553)	11913 Compton Avenue S, Los Angeles, CA 90059
Willowbrook	Jesse Bell (T0603704207)	1916 126th St E, Willowbrook, CA 90222
Willowbrook	Martin Luther King Jr Hospital (T0603705300)	12021 Wilmington Avenue S, Willowbrook, CA 90059
Willowbrook	Mobil (Former) (T0603704325)	1836 Imperial Hwy E, Los Angeles, CA 90059
Willowbrook	TMB Oil (T0603774661)	1340 Imperial Hwy E., Willowbrook, CA 90059

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
Willowbrook	Uno Mas Uno (T0603709454)	13331 Alameda St. S., Compton, CA 90222

Source: CalEPA 2022b

National Pipeline Mapping System

The National Pipeline Mapping System (NPMS) online database provides a public map viewer application that displays data related to gas transmission and hazardous liquid pipelines, liquefied natural gas plants, and breakout tanks under Department of Transportation Pipeline and Hazardous Material Safety Administration jurisdiction (NPMS 2022). The findings of the searches are discussed in the community subsections below.

Oil Well Operations

As discussed above in Section 4.9.1.1, Regulatory Setting (see "Oil Well Ordinance"), a growing body of scientific literature recognizes that there are negative health effects associated with living near oil drilling operations, including higher rates of asthma, cardiovascular disease, low birth weight, and reproductive health issues (County of Los Angeles 2021b). A 2018 Los Angeles County Department of Public health report found that oil wells can pose a safety risk to surrounding communities at distances of at least 1,500 feet (County of Los Angeles 2021b). Further, even inactive and deserted oil and gas wells that are not maintained can pose threats to groundwater and public safety (CDOC 2022a). To ensure exposed hydrocarbons or other contaminants within these wells do not migrate into drinking water or to the surface, wells that are no longer used for active production or observation must be permanently sealed (i.e., "plugged") with a cement plug (CDOC 2022a). Wells that remain inactive for a period of 24 months (or longer) without being plugged are referred to in the Public Resources Code as "idle" (CDOC 2022a).

The Project area, although largely urbanized and heavily developed with residential uses, continues to support active oil and/or natural gas production activities. Section 4.12, Mineral Resources of this Recirculated Draft PEIR provides a detailed discussion of oil wells within the Project area. As illustrated in Figure 4.12-2a through 4.12-2c, Oil and Gas Activities, in Section 4.12, in addition to plugged wells, there are 44 active and 60 idle oil and/or natural gas wells within or near to the Project area; however, West Athens-Westmont and West Rancho Dominguez-Victoria are the only two communities currently supporting active oil and/or natural gas extraction activities within their respective boundaries (CDOC 2022a).[4] CalGEM maintains an online database of oil and gas wells in California. The CalGEM online database (CalGEM 2022) was reviewed, and the findings of the searches are discussed in the community subsections below. As illustrated in Figure 3-3c, Proposed Industrial Land Use Strategy Program, West Rancho Dominguez-Victoria, in Chapter 3 of this Recirculated Draft PEIR, the proposed Industrial Program identifies one parcel containing an active well and five parcels containing idle wells within West Rancho Dominguez-Victoria as candidate parcels for the Artisan Production and Custom Manufacturing (M-0.5) zone.[5] In accordance with Zoning Code amendments recently implemented under the Oil Well Ordinance, any of these wells without a valid discretionary

[4] A 2018 Los Angeles County Department of Public health report found that oil wells can pose a safety risk to surrounding communities even at a distance of 1,500 feet (County of Los Angeles 2018). As such, for the purposes of this section, "near" shall refer to an area within a 1,500-foot radius of the Project area, as measured from the boundaries of the seven unincorporated Project area communities.

[5] Artisan production and custom manufacturing refers to small-scale urban manufacturing or production, design, distribution, and repair of products such as, but not limited to, furniture, art, software, technology, and other innovative products. Artisan production and custom manufacturing excludes basic industrial processing from raw materials, commercial bakeries, food processing, and vehicle or equipment services.

permit are considered nonconforming due to use and must be discontinued/removed within 20 years (i.e., by 2043) (County of Los Angeles 2022c).

Superfund Sites

CERCLA provides funding for EPA to clean up contaminated sites. The contaminated sites under CERCLA are called Superfund sites. The EPA maintains an online database of Superfund sites. The CERCLA database (EPA 2022) was reviewed, and the findings of the searches are discussed in the community subsections below.

SWRCB Groundwater Ambient Monitoring and Assessment Program

The SWRCB maintains an online database presenting groundwater quality data from several sources in California. Sources include groundwater production wells, which are wells that are typically screened in a deeper aquifer for water supply, and groundwater monitoring wells, which are typically shallower wells associated with assessment of near-surface chemical releases. Groundwater quality data associated with groundwater monitoring wells that have been uploaded by responsible parties to the SWRCB's Groundwater Ambient Monitoring and Assessment (GAMA) database were reviewed to understand groundwater quality in the project areas (SWRCB 2022a). Groundwater data for common contaminants (trichloroethylene [TCE], tetrachloroethylene [PCE], 1,4-dioxane, hexavalent chromium, and benzene) from the past 10 years were evaluated. The findings of the searches are discussed in the community subsections below.

DTSC's EnviroStor and SWRCB's GeoTracker Databases

The DTSC and SWRCB maintain online databases of hazardous materials release sites in California. These sites listed on the DTSC's EnviroStor database are categorized as State Response, Voluntary Cleanup, Evaluation, Military Evaluation, and Corrective Action sites (DTSC 2022b). The sites listed on the SWRCB's GeoTracker database are categorized as Cleanup Program and Military Cleanup sites (SWRCB 2022b). Some of the listed sites are already included in the Cortese List sites (Tables 4.9-1 and 4.9-2) and in sites with concentrations of common groundwater contaminants above drinking water maximum contaminant levels (MCLs; see community sections below). Additional sites not already discussed are presented below in Table 4.9-3, Additional EnviroStor and GeoTracker Sites.

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address
East Los Angeles	Plessey Precision Metals	3301 Medford Street, Los Angeles, CA
East Los Angeles	Wong Property	2716 Medford Street, Los Angeles, CA
East Los Angeles	A&N Engine Rebuilders	4330 E. Cesar Chavez Avenue, Los Angeles, CA
East Los Angeles	Belvedere Middle School	312 N. Record Avenue, Los Angeles, CA
East Los Angeles	Former Specific Plating Facility	1350 S. Eastern Avenue, Commerce, CA
East Los Angeles	Los Angeles Drum Company	1137 S. Eastern Avenue, Los Angeles, CA
East Los Angeles	A2Z Plating Co Inc	1467 S. Sunol Drive, Los Angeles, CA
East Los Angeles	No Name	629 S. Atlantic, Los Angeles, CA
East Los Angeles	Los Angeles Unified School District	600 S. Rowan Avenue, East Los Angeles, CA
East Los Angeles	No Name	1256 S. Atlantic, Los Angeles, CA
Florence Firestone	American Bumper Sales	1150 E. Slauson Avenue, Los Angeles, CA
Florence Firestone	Bauhaus Group	1316 E. Slauson Avenue, Los Angeles, CA

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address
Florence Firestone	Gluall Wood Products	5877 Compton Avenue, Los Angeles, CA
Florence Firestone	Hall's Store Fixtures	5890 South Central Avenue, Los Angeles, CA
Florence Firestone	I & J Body and Paint Transmission Inc.	6221 Hooper Avenue, Los Angeles, CA
Florence Firestone	K. J. Welding & Iron Works	1202 E. Slauson Avenue, Los Angeles, CA
Florence Firestone	Kramer Metals, Inc.	1760 E Slauson Avenue, Los Angeles, CA
Florence Firestone	LE MANS Motors	5872 S. Central Avenue, Los Angeles, CA
Florence Firestone	Martin Wells Inc	5886 South Compton Avenue, Los Angeles, CA
Florence Firestone	Master Body Shop	1322 East Slauson Avenue, Los Angeles, CA
Florence Firestone	Moreno Transmission Shop	6021-6023 South Compton Avenue, Los Angeles, CA
Florence Firestone	Old Country Mil Works Inc.	1212 E. 58th Dr., Los Angeles, CA
Florence Firestone	Puckett Lucille M. TR.	1206 Slauson Avenue, Los Angeles, CA
Florence Firestone	Sanders Services	5921 Wilmington Avenue, Los Angeles, CA
Florence Firestone	Slauson/Gage Corridor Discovery Project	Slauson Avenue Gage Avenue, Los Angeles, CA
Florence Firestone	H.C. Lien Rubber Company	1201/1171 E. 63rd Street, Los Angeles, CA
Florence Firestone	Ramirez Property	1420 E. 62nd Street, Los Angeles, CA
Florence Firestone	Recycling Center (Basic Fibers)	6355 Compton Avenue, Los Angeles, CA
Florence Firestone	Lee's Plating	6225 Wilmington Avenue, Los Angeles, CA
Florence Firestone	Madison Industries	1900 E. 64th Street, Los Angeles, CA
Florence Firestone	Exxon/Mobil Pipeline Co. Line M-8/Pacific Pipeline 2000	South Alameda Street, Los Angeles, CA
Florence Firestone	Latchford Glass Company	7608 Roseberry Avenue
Florence Firestone	Acme Screw Products	7950 S. Alameda Street
Florence Firestone	Master Wash Products Inc.	8122 Alameda Street
Florence Firestone	LA Parkerizing Company	8205 S. Alameda Street, Los Angeles, CA
Florence Firestone	Damille Metal Svc	8201 Santa Fe Avenue
Florence Firestone	Proposed South Region High School #13, Site 3	East 85th Street and South Alameda Street, Los Angeles, CA
Florence Firestone	So Cal Gas/Bellflower MGP	Northwest Portion of Cerrito, on Border
Florence Firestone	A&M Furniture	8213-8255 Compton Avenue, Los Angeles, CA
Florence Firestone	JFL Electric Co/United Chemical (former)	8251-8257 Compton Avenue, Los Angeles, CA
Florence Firestone	Essef - Parcel A	8906 Graham Avenue, Los Angeles, CA
Florence Firestone	Essef - Parcel B	9000 Graham Avenue, Los Angeles, CA
Florence Firestone	Cald Bess	2223-2241 E. 89th Street, Los Angeles, CA
Florence Firestone	Williams Recycling	2225 E. 92nd Street, Los Angeles, CA
Florence Firestone	Western Summit	9120 Juniper Street, Los Angeles, CA
Florence Firestone	Watts/Jordan Downs Project	Various Addresses near Alameda Street and East 97th Street, Los Angeles, CA

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address
Walnut Park	City of SouthGate - Freedom Ford	7916 Long Beach Blvd, South Gate, CA
West Athens-Westmont	Los Angeles Southwest College	1600 W. Imperial Highway, Los Angeles, CA
West Athens-Westmont	BP Oil Co	12335 S. Van Ness Avenue, Los Angeles, CA
West Athens-Westmont	10600 S. Western Avenue	10600 S. Western Avenue, Los Angeles, CA
West Rancho Dominguez-Victoria	Chandler Lease Property	Main Street, Los Angeles, CA
West Rancho Dominguez-Victoria	Statewide Environmental Services	12618 S. Main Street, Los Angeles, CA
West Rancho Dominguez-Victoria	Connector Plating	327 W. 132nd Street, Los Angeles, CA
West Rancho Dominguez-Victoria	Lyle Van Patten Company, Inc.	321 W. 135th Street, Los Angeles, CA
West Rancho Dominguez-Victoria	TC Rich LLC/Former Pacifica Chemical Inc.	132 W. 132nd Street, Los Angeles, CA
West Rancho Dominguez-Victoria	Former Ace Medical Company	14131 S. Avalon Blvd., Los Angeles, CA
West Rancho Dominguez-Victoria	V&M Plating Company	14024 S. Avalon Blvd., Los Angeles, CA
West Rancho Dominguez-Victoria	Associated Spring	15001 S. Broadway, Gardena, CA
West Rancho Dominguez-Victoria	Waltco Engineering Company	401 W. Redondo Beach Blvd, Gardena, CA
West Rancho Dominguez-Victoria	Accu-Chrome Plating Co.	115 W. 154th Street, Gardena, CA
West Rancho Dominguez-Victoria	Coast Plating, Inc.	128 W. 154th Street, Gardena, CA
West Rancho Dominguez-Victoria	J.L. Manta	133 W. 155th Street, Gardena, CA
West Rancho Dominguez-Victoria	Trico Industries	15707 S. Main Street, Gardena, CA
West Rancho Dominguez-Victoria	Iskenderian Racing Cams	16020 S. Broadway, Gardena, CA
West Rancho Dominguez-Victoria	Alco Pacific	16914 S. Broadway, Gardena, CA
West Rancho Dominguez-Victoria	California Ranchwear	14600 S. Main Street, Gardena, CA
West Rancho Dominguez-Victoria	Deron, LLC	14701 S. Maple Avenue, Gardena, CA
West Rancho Dominguez-Victoria	Coastcast Corporation	14831 Maple Avenue, Gardena, CA
West Rancho Dominguez-Victoria	McMillen Oil Field (Former)	15200 S. Main Street, Gardena, CA
West Rancho Dominguez-Victoria	Baron Blakeless/TP Industrial	525 E. Alondra Blvd., Gardena, CA

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address
West Rancho Dominguez-Victoria	Spectrum Chemical	14422 S. San Pedro Street, Gardena, CA
West Rancho Dominguez-Victoria	Bethany Community Church	14434 S. San Pedro Street, Gardena, CA
West Rancho Dominguez-Victoria	Goldberg Metal Refining	14700 S. Avalon Blvd., Gardena, CA
Willowbrook	Bowman Plating Co., Inc.	2631 E. 126th Street, Compton, CA
Willowbrook	Kenneth Hahn Plaza	11700 S. Wilmington Avenue, Los Angeles, CA

Source: DTSC 2022b, SWRCB 2022b

East Los Angeles

One hundred and four (104) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within East Los Angeles (Figure 4.9-1, Cortese List Sites – East Los Angeles). One hundred and two (102) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations and auto repair shops, but also include plating shops, metal working shops, and other manufacturing and repair facilities. The closed status of the 102 release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining two sites are discussed below:

- United El Segundo Station #54 is a gas station located at 705 Eastern Avenue in Los Angeles. The site case is listed as open, but it is eligible for closure.
- Davis Chemical Company is a facility with volatile organic compound (VOC) contamination located at 1550 North Bonnie Beach Place in Los Angeles. The site has a land use restriction limiting the land use of the site to industrial/manufacturing. This site is located within 500 feet of residences and is in a heavy industrial area proposed for land use change from industrial to manufacturing research and development.

Based on review of the NPMS database, an active crude oil pipeline and a natural gas pipeline are located within East Los Angeles.

Based on review of the CalGEM database, eight plugged dry holes and five plugged oil/gas wells are located within East Los Angeles. The southwest corner of East Los Angeles is located within the Bandini Oil/Gas Field.

No Superfund sites are located within East Los Angeles. The following Superfund sites are located near East Los Angeles; however, they do not appear to have impacted the environmental conditions in East Los Angeles:

- San Gabriel Valley Area 3 is located approximately 0.6 miles northeast of East Los Angeles.
- OII Landfill is located approximately 1.8 miles east of East Los Angeles.
- Pemaco Maywood is located approximately 1.8 miles south of East Los Angeles.
- San Fernando Valley Area 4 is located approximately 2.3 miles northwest of East Los Angeles.
- San Gabriel Valley Area 1 is located approximately 2.5 miles east of East Los Angeles.

Concentrations of PCE, TCE, benzene, and 1,4-dioxane were detected above drinking water MCLs in groundwater samples collected from several wells located within the northern half of East Los Angeles (Figure 4.9-2, Select Contaminants in Groundwater in the Past 10 Years – East Los Angeles). The majority of the exceedances were low-to-moderate (1 to 100 times the MCL; shown in green on Figure 4.9-2); however, elevated concentrations of PCE (greater than 1,000 times the MCL) were detected in two wells associated with George Industries at 4154 East Whiteside Street in Los Angeles. This site is within an area proposed for land use change from industrial to manufacturing research and development. The highest PCE concentration in groundwater at this site in the past 10 years was 15,000 micrograms per liter (μg/L), which is above the MCL of 5 μg/L. Elevated benzene concentrations (greater than 1,000 μg/L) were detected at one site in the past 10 years within the East Los Angeles community. The site, Chevron Chemical Additives Facility at 3344 East Medford Street in City Terrace, reported benzene concentrations up to 3,300 μg/L, which is greater than the MCL of 1 μg/L. The investigation and proposed remediation of these sites are being overseen by the RWQCB.

Ten (10) sites, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2 or in the groundwater contaminants discussion in the prior paragraph, were listed in the State Response, Evaluation, Voluntary Cleanup or Corrective Action EnviroStor databases or the Cleanup Program Site GeoTracker database. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts.

East Rancho Dominguez

Seven (7) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within East Rancho Dominguez (Figure 4.9-3, Cortese List Sites – East Rancho Dominguez). All seven of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations, but also include a gunite company and a family trust property. The closed status of the release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The sites are located within commercial land use areas.

Based on review of the NPMS database, an active diesel pipeline and a natural gas pipeline are located within East Rancho Dominguez. Based on review of the CalGEM database, no oil or gas wells are located within East Rancho Dominguez. No Superfund sites are located within or near East Rancho Dominguez.

Concentrations of TCE were detected above drinking water MCL in groundwater samples collected from wells located within a residential area immediately west of the Interstate 710 freeway. The wells are associated with a former gas station at the Father Flannagan's Boys and Girls Town at 15116 S. Gibson Avenue in Compton (Figure 4.9-4, Select Contaminants in Groundwater in the Past 10 Years – East Rancho Dominguez). The highest TCE concentration in groundwater in the past 10 years was 1,200 μg/L, which is above the MCL of 5 μg/L. The investigation and proposed remediation of this site are being overseen by the RWQCB.

Benzene concentrations were detected above the MCL of 1 μg/L in groundwater from two sites; no benzene concentrations above 1,000 μg/L were reported within the East Rancho Dominguez community within the past 10 years.

No additional sites were identified in the EnviroStor or GeoTracker databases.

Florence-Firestone

Forty-one (41) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within Florence-Firestone (Figure 4.9-5, Cortese List Sites – Florence-Firestone). Thirty-eight (38) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations and auto repair shops, but also include restaurants, schools, churches, grocers, lumber companies, salvage facilities, and other manufacturing and repair facilities. The closed status of the 38 release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining three sites are discussed below:

- Los Angeles City Department of Water and Power, located at 8627 Fir Avenue is listed as an open case and the site is undergoing remediation for a gasoline release to the subsurface. This site is located on the edge of a commercial corridor and a residential neighborhood.
- Watts/Jordan Downs Project is an active release case located near Alameda Street and East 97th Street. VOCs were detected in the soil gas and groundwater in this area. The site is undergoing investigation. This site is located within 500 feet of residences and is in a heavy industrial area proposed for land use change from industrial to manufacturing research and development.
- Service Plating Company, Inc. is an active release case located at 1855 East 62nd Street. The site is undergoing investigation. This site is located in a light industrial area within 500 feet of residences.

Based on review of the NPMS database, several abandoned and empty hazardous liquid pipelines are located within Florence-Firestone. Additionally, an active crude oil pipeline and an active natural gas pipeline are also located in Florence-Firestone. Based on review of the CalGEM database, no oil or gas wells are located within Florence-Firestone. No Superfund sites are located within Florence-Firestone. The following Superfund sites are located near Florence-Firestone; however, they do not appear to have impacted the environmental conditions in Florence-Firestone:

- Jervis B Webb Co, Cooper Drum Company, and Southern Avenue Industrial Area are located approximately 2.8 miles east of Florence-Firestone.

Concentrations of PCE, TCE, benzene, and 1,4-dioxane were detected above drinking water MCLs in groundwater samples collected from wells located in several areas of the Florence-Firestone community, including commercial, light industrial, and residential areas (Figure 4.9-6, Select Contaminants in Groundwater in the Past 10 Years – Florence-Firestone). Many of the exceedances were low-to-moderate (shown in green on Figure 4.9-6); however, elevated concentrations were detected as follows:

- PCE and TCE were detected in a central light industrial area (Waymire Drum Co at 7702 South Maie Avenue, Los Angeles) and moderate-to-elevated concentrations of 1,4-dioxane were detected in a southern light industrial area (ESSEF – Main Parcel at 8825 Beach Street, Los Angeles). The highest PCE and TCE concentrations in groundwater in the past 10 years at the Waymire Drum Co site were 1,300 and 7,700 mg/L, respectively, which are above the MCL of 5 μg/L. The highest 1,4-dioxane concentration in groundwater in the past 10 years at the ESSEF – Main Parcel site was 356 μg/L, which is above the California drinking water notification level of 1 μg/L. These two sites are located within an area proposed for land use change from industrial to manufacturing research and development.
- Elevated benzene concentrations (greater than 1,000 mg/L) were detected at three sites in the past 10 years within the Florence-Firestone community. The sites, Former Unocal Station #2929 at 2050 & 2060 East

Florence Avenue, LA City Dept Water & Power at 8627 Fir Avenue, and Mobil M-8 Pipeline at Alameda Street near 96th Street in Los Angeles, reported benzene concentrations up to 5,510 mg/L. Two of the sites are located in mixed use or residential areas. The Mobil M-8 Pipeline site was a gasoline pipeline release in a heavy industrial area proposed for land use change from industrial to manufacturing research and development. The investigation and proposed remediation of these sites are being overseen by the RWQCB.

Thirty-six (36) sites, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2 or in the groundwater contaminants discussion in the prior paragraph, were listed in the State Response, Evaluation, Voluntary Cleanup or Corrective Action EnviroStor databases or the Cleanup Program Site GeoTracker database. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts.

Walnut Park

Five (5) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within Walnut Park (Figure 4.9-7, Cortese List Sites – Walnut Park). Four (4) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations, but also include a glass container facility. The closed status of the four release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining site is discussed below:

- Cantamar Property Management, Inc., located at 7400 Pacific Boulevard, is listed as an open, but inactive, case due to a gasoline release to the subsurface. This site is located in a commercial corridor adjacent to a residential neighborhood.

Based on review of the NPMS database, an active gasoline pipeline is located in Walnut Park. Based on review of the CalGEM database, no oil or gas wells are located within Walnut Park. No Superfund sites are located within or near Walnut Park.

No groundwater wells with concentrations of PCE, TCE, benzene, 1,4-dioxane, or hexavalent chromium exceeding drinking water standards were identified within the Walnut Park community (Figure 4.9-8, Select Contaminants in Groundwater in the Past 10 Years –Walnut Park).

One site, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2, was listed in the Cleanup Program Site GeoTracker database. This site, listed in Table 4.9-3, may have subsurface contaminant impacts.

West Athens-Westmont

Thirty-two (32) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within West Athens-Westmont (Figure 4.9-9, Cortese List Sites – West Athens-Westmont). Twenty-seven (27) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations and auto repair shops, but also include a baking company, utility companies, and golf course. The closed status of the 27 release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining five sites are discussed below:

- Rashid Shell Former is located at 2138 Century Boulevard. The site case is listed as open, but it is eligible for closure.
- Chung's Auto Repair and Exxon #7-3591 are located at 8620 Normandie Avenue and 1377 Imperial Hwy W., respectively. Both sites are open release cases undergoing remediation for gasoline releases to the subsurface. The sites are located in a commercial corridor adjacent to a residential neighborhood.
- Two Caltrans sites located at Western Avenue and 120th Street and along Interstate 5 between Normandie Boulevard and Imperial Highway were investigated and, in some cases, remediated under agency oversight. The cases were closed by the lead regulatory agency; however, land use restrictions were applied to the sites. The sites are located in a public and semi-public area (college) and in or adjacent to a residential area.

Based on review of the NPMS database, an active crude oil pipeline, two natural gas pipelines, and an empty, out-of-service pipeline are located in West Athens-Westmont.

Based on review of the CalGEM database, 40 plugged oil/gas wells, 5 plugged dry holes or coreholes, a plugged waterflood well, 1 idle oil/gas well, and 3 active oil/gas wells are located within West Athens-Westmont. Part or all of West Athens-Westmont is located within the Howard Townsite Oil/Gas Field. No Superfund sites are located within or near West Athens-Westmont.

No groundwater wells with concentrations of PCE, TCE, 1,4-dioxane, or hexavalent chromium exceeding drinking water standards were identified within the West Athens-Westmont community (Figure 4.9-10, Select Contaminants in Groundwater in the Past 10 Years –West Athens-Westmont). Benzene was detected at concentrations above the MCL in groundwater samples collected from two sites in the past 10 years within the West Athens-Westmont community. Elevated benzene concentrations (greater than 1,000 μg/L) were detected at one of the sites. The site, Chung's Auto Repair at 8620 Normandie Avenue, which was also listed in the Cortese list, reported benzene concentrations up to 5,270 μg/L. This site is located within a commercial corridor.

Three (3) sites, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2 or in the groundwater contaminants discussion in the prior paragraph, were listed in the Evaluation or Voluntary Cleanup EnviroStor databases or the Cleanup Program Site GeoTracker database. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts.

West Rancho Dominguez-Victoria

Forty-seven (47) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within West Rancho Dominguez-Victoria (Figure 4.9-11, Cortese List Sites – West Rancho Dominguez-Victoria). Forty-six (46) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations, but also include various manufacturing and industrial facilities. The closed status of the 46 release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining site is discussed below:

- United Oil #1 is located at 450 E. El Segundo Boulevard. The site case is listed as open and the site is undergoing remediation for a gasoline release to the subsurface. The site is located within a commercial corridor.

Based on review of the NPMS database, two active natural gas pipelines, an empty natural gas pipeline, two empty crude oil pipelines, two abandoned gasoline pipelines, and five abandoned crude oil pipelines are located in West Rancho Dominguez-Victoria.

Based on review of the CalGEM database, 225 plugged oil/gas wells, 6 plugged dry holes, 4 plugged or idle injection wells, 44 idle oil/gas wells, 7 active waterflood wells, and 26 active oil/gas wells are located within West Rancho Dominguez-Victoria. Part or all of West Rancho Dominguez-Victoria is located within the Rosecrans, Rosecrans East, and Rosecrans South Oil/Gas Fields.

No Superfund sites are located within West Rancho Dominguez-Victoria. The following Superfund sites are located near West Rancho Dominguez-Victoria; however, they do not appear to have impacted the environmental conditions in West Rancho Dominguez-Victoria:

- Montrose Chemical and Del Amo are located approximately 2.8 miles southwest of West Rancho Dominquez-Victoria.

Concentrations of PCE, TCE, benzene, 1,4-dioxane, and hexavalent chromium were detected above drinking water MCLs in groundwater samples collected from wells located in several areas of the West Rancho Dominguez-Victoria community, including heavy industrial, light industrial, commercial, and residential areas (Figure 4.9-12, Select Contaminants in Groundwater in the Past 10 Years – West Rancho Dominguez-Victoria). The majority of the exceedances were low-to-moderate (shown in green on Figure 4.9-12); however, moderate-to-elevated concentrations of PCE, TCE, benzene, and 1,4-dioxane were detected in several areas. The locations and the highest concentrations in groundwater in the past 10 years are as follows. The investigation and remediation of these sites are being overseen by the RWQCB.

- Three sites located at West 133rd Street in Los Angeles have open investigations into TCE and gasoline-impacted groundwater. These sites are T.A. Davies at 363 & 378 West 133rd Street, Standard Metals Recycling Corp at 378 West 133rd Street, and General Welding Co at 352 West 133rd Street in Los Angeles. The highest TCE concentration in the past 10 years at these sites was 3,300 mg/L, which is above the MCL of 5 mg/L.
- Moderate-to-elevated concentrations of PCE and 1,4-dioxane have been detected in wells associated with Alcoa Composites, located at 13344 South Main Street in Los Angeles. The highest PCE and 1,4-dioxane groundwater concentrations detected in the last 10 years at this site were 970 and 170 mg/L, respectively. This site is located within an area proposed for land use change from industrial to manufacturing research and development.
- A well within a residential neighborhood on the eastern edge of the West Rancho Dominguez-Victoria community is located downgradient from the Uniform Rental Services, Inc. site, which is located at 730 139th Street in Compton. This site, which is located adjacent to the West Rancho Dominguez-Victoria community, reported a release that has impacted groundwater. The highest concentration of TCE in the downgradient well located within the West Rancho Dominguez-Victoria community in the past 10 years was 990 mg/L.
- A well located at the Former Atlas Copco Rototlow site at 540 East Rosecrans Avenue contained moderate concentrations of TCE. The maximum concentration of TCE in the past 10 years at this site was 500 mg/L.
- Two sites in the southeastern portion of the West Rancho Dominguez-Victoria community reported groundwater with moderate-to-elevated concentrations of TCE and 1,4-dioxane. The two sites are Leach Oil Company and Mouren Laurens Oil Co. at 625 and 641-719 East Compton Boulevard, respectively. The

highest concentration of TCE and 1,4-dioxane in the past 10 years at these sites were 1,200 and 4,500 mg/L, respectively. The majority of this area is located within an area proposed for land use change from industrial to manufacturing research and development.

- Conoco Phillips Company East Terminal #0381 at 13500 South Broadway in Los Angeles reported benzene concentrations up to 14,000 mg/L. This site is located within an industrial area; the groundwater contamination from this site appears extend under several heavy and light industrial properties and overlaps with an industrial area that is proposed for land use change to manufacturing research and development.
- United Oil #1, located at 450 East El Segundo Boulevard in Los Angeles, reported benzene concentrations up to 20,100 mg/L. This site is located within a commercial area.
- The Former Athens Tank Farm, located at 941 East 126th Street in Los Angeles, reported concentrations of benzene up to 7,800 mg/L in several wells within the West Rancho Dominguez-Victoria community. The groundwater impacted with benzene from this site appears to extend below several parks and recreation, commercial, and residential areas.

Twenty-three (23) sites, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2 or in the groundwater contaminants discussion in the prior paragraph, were listed in the State Response, Evaluation, or Corrective Action EnviroStor databases or the Cleanup Program Site GeoTracker database. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts.

Willowbrook

Eleven (11) sites listed pursuant to California Government Code Section 65962.5 (Cortese list sites) are located within Willowbrook (Figure 4.9-13, Cortese List Sites – Willowbrook). Nine (9) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites include gas stations, a lumber company, a hospital, and a concrete facility. The closed status of the nine release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The remaining two sites are discussed below:

- Los Angeles County DHS is located at 12021 Wilmington Avenue. The site case is listed as open, but inactive. The release case appears to be associated with the hospital.
- Willow Apartments is located at 12612 South Wilmington Street. The site is a former gas station undergoing remediation. The site is located in a residential neighborhood.

Based on review of the NPMS database, an active crude oil pipeline, three abandoned crude oil pipelines, and an abandoned natural gas pipeline are located in Willowbrook. Based on review of the CalGEM database, no oil or gas wells are located within Willowbrook. No Superfund sites are located within or near Willowbrook.

Concentrations of PCE and TCE were detected above drinking water MCLs in groundwater samples collected from wells located within a mixed use are in the northern portion of the Willowbrook community (Figure 4.9-14, Select Contaminants in Groundwater in the Past 10 Years – Willowbrook). The exceedances were low-to-moderate (shown in green on Figure 4.9-14). Concentrations of benzene greater than the MCL were detected at three sites. The impacted groundwater from the three sites has been detected under residential, commercial, and public and semi-public lands. Elevated benzene concentrations (greater than 1,000 μg/L) were detected at two sites in the past 10 years within the Willowbrook community.

- Hooper Texaco Service at 11913 South Compton Avenue in Los Angeles reported benzene concentrations up to 3,800 μg/L; however, the most recent concentration was detected below the MCL. This site is located within a general commercial area.
- Willow Apartments, located at 12612 South Wilmington Street in Compton, was a former gas station site that reported benzene concentrations up to 18,007 μg/L. This site is in a residential area.

Two (2) sites, in addition to EnviroStor and GeoTracker sites already listed in Tables 4.9-1 and 4.9-2 or in the groundwater contaminants discussion in the prior paragraph, were listed in the Voluntary Cleanup EnviroStor database or the Cleanup Program Site GeoTracker database. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts.

4.9.2 Environmental Impacts

4.9.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. The analysis determines whether implementation of the Metro Area Plan could create significant hazardous materials, safety, or fire hazards to the public or the environment. The analysis considers the existing subsurface conditions within the Project area based, in part, on information obtained from the following hazardous materials-related databases:

- Cortese List (Databases maintained in accordance with California Government Code Section 65962.5; CalEPA 2022b)
- National Pipeline Mapping System (NPMS 2022)
- California Geologic Energy Management Division Well Finder (CalGEM 2022)
- EPA Superfund (EPA 2022)
- State Water Resources Control Board Groundwater Ambient Monitoring and Assessment Program (SWRCB 2022a)
- DTSC's EnviroStor and SWRCB's GeoTracker Databases (DTSC 2022b and SWRCB 2022b)

The analysis also considers existing hazardous materials and waste regulations and safety plans.

In addition, and as stated above, impacts have been evaluated with the assumption that the proposed Project does not include Project-specific site plans or development proposals, but rather would facilitate future development in the unincorporated communities of the Metro Planning Area.

4.9.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to hazards and hazardous materials are listed below. A project may have a significant impact if it would:

Threshold 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Threshold 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.

Threshold 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses.

Threshold 4.9-4: Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Threshold 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the Project area.

Threshold 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Threshold 4.9-7: Expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located:

i. Within a high fire hazard area with inadequate access.
ii. Within an area with inadequate water and pressure to meet fire flow standards.
iii. Within proximity to land uses that have the potential for dangerous fire hazard.

Threshold 4.9-8: Does the proposed use constitute a potentially dangerous fire hazard.

4.9.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[6] The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 corner-residential lots in the Project area may develop ACUs.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan would only change the development type/intensity (e.g., from commercial to mixed-use and residential to denser residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Regarding industrial development, the Industrial Program would not expand the locations or number of candidate parcels that are currently zoned for industrial use; rather, the program could rezone existing industrial candidate parcels to allow for the two new zones. Allowable uses in the Industrial Program (i.e., LSP and M-0.5 zones) are summarized in Chapter 3 of this Recirculated Draft PEIR.

The LSP zone would allow for life science, research, and development uses, particularly those that support bioscience and biomedical product development and manufacturing or potentially revenue-generating business. Uses permitted may include administrative and professional offices that support light industrial uses and research

[6] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

and development sites nearby. This zone also would allow for basic services such as grocery stores and childcare that would serve the local employees and neighbors.

The M-0.5 zone would allow for neighborhood-scale urban manufacturing uses such as production, design, distribution, and repair of products, including but not limited to furniture, art, software, technology, and other custom-made products. The zone also allows for neighborhood-serving commercial, services, and innovation uses compatible with surrounding or abutting residential zones. The M-0.5 zone would allow for the creation of transitions between employment and residential uses to encourage unobtrusive and less noxious uses adjacent to residential zones and sensitive uses. The M-0.5 zone would encourage land use compatibility and a healthy environment where a variety of business and residents can co-exist.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of hazards and hazardous materials are listed in Section 4.9.1.1 above.

Area Wide Goals and Policies

Goal LU1 Residential neighborhoods are safe and attractive places to live in.

Policy LU 1.4 Indoor Air Quality. Promote healthy indoor air quality through the use of zero- and low volatile organic compound (VOC) materials, the installation of effective air filtration systems, and other measures.

Goal LU 5 Industrial land is preserved and improved as a local source of employment opportunity and economic prosperity.

Policy LU 5.1 Industrial Use Revitalization. Support the growth, revitalization, and diversification of industrial uses, and ensure compatibility with nearby land uses through efforts including but not limited to the Green Zones Program and buffers.

Policy LU 5.4 Promote opportunities for small-scale, clean, local, light manufacturing.

Goal LU-6 Industrial uses transition to technologies, industries, and operations that have minimal impact on sensitive uses and the natural environment.

Policy LU 6.1 Orderly Transition to Cleaner Industries. Encourage transitioning of industrial uses to cleaner industries, including but not limited to science- and technology-driven research and development uses, cleantech and life science facilities, small-scale and artisan manufacturing, and experiential retail in industrially zoned areas. Implement updates to nonconforming provisions of the Zoning Code to provide for the orderly and timely transition of non-conforming industrial uses per the Green Zones program, particularly when the industrial use is within 500 feet of sensitive uses such as residential uses, schools, and parks.

Policy LU 6.2 Existing Use Compliance. Require compliance of existing uses with the most current industrial emission control regulations.

Policy LU 6.4 Hazardous Waste Management. Require minimal use of hazardous chemicals and proper management of hazardous waste, including substituting hazardous chemicals used with less harmful alternatives, and legal disposal and elimination of untreated waste such as paints, oils, solvents, and other hazardous materials.

Goal LU-7 Industrial uses are good neighbors and minimize negative impacts on proximate uses.

Policy LU 7.1 Improvements to Minimize Industrial Impacts. Enforce the requirements of the Green Zones Program which requires improvements to the operations of industrial uses to reduce environmental impacts.

Policy LU 7.2 Encourage applicants proposing impactful industrial uses to engage community members and community-based organizations during the permitting process in order to better address any equity and environmental concerns.

Policy LU 7.3 Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

Goal LU 8 Industrial areas are clean, safe, and aesthetically pleasing.

Policy LU 8.1 Strategic Zoning Enforcement. Further develop collaborative enforcement programs with other agencies targeting uses in violation of the permitting, licensing, and regulatory requirements of local and state agencies, initially prioritizing industrial areas near residential uses.

Policy LU 8.2 Enforce Operations On Site. Enforce requirements that industrial uses fully accommodate their operations on site and do not operate or maintain storage in any public right-of-way.

Policy LU 8.3 Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

Policy LU 8.4 Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

Goal HW/EJ 1 Community members are protected from pollution.

Policy HW/EJ 1.1 Sensitive Land Uses. Encourage development of new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks, air filtration systems, or other measures to minimize negative environmental and health impacts.

Policy HW/EJ 1.2 Contaminated Sites. Promote the reuse and remediation of contaminated sites to residential standards, giving priority to sites proximate to residential areas.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of hazards and hazardous materials.

4.9.2.4 Impact Analysis

Threshold 4.9-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Any material may be considered hazardous if it is specifically listed by statute or if the material or waste is considered toxic, ignitable, corrosive, and/or reactive. Hazardous materials are used in various commercially available products (e.g., household cleaners, industrial solvents, paint, pesticides), used in the manufacturing of various products, and can include petroleum and natural gas. The land uses that would be developed under the proposed Project include new residential uses, (including mixed-use development on commercial properties) through the implementation of the Housing Element Update; clean industrial developments on select parcels within existing industrial zoned areas; and new neighborhood-scale commercial uses within corner lots in existing residentially-zoned parcels, which would require the use of hazardous material during both the construction and operation of future development projects. Implementation of the Metro Area Plan would not involve the direct impacts related to the routine transport, use or disposal of any hazardous materials; however, future development projects that would be implemented under the Metro Area Plan have the potential to routinely transport, use and/or dispose of hazardous materials.

Construction

Future demolition, earthwork, and construction activities for future projects implemented under the Metro Area Plan would require the use of heavy equipment and machinery and various building materials, which would require temporary and limited use of hazardous substances. The temporary transport, storage, and use of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oils, paint, grease, adhesives, welding gases, solvents, and vehicle and equipment-maintenance related materials, is anticipated to be required for future projects. All hazardous materials must be used and stored in accordance with manufacturers' instructions and handled in compliance with federal, local and state requirements as summarized in Section 4.9.1.1 of this Recirculated Draft PEIR. Such requirements include compliance with the federal Hazardous Materials Transportation Act. The transport of hazardous waste materials is further governed by HSC Section 25163, which requires transporters of hazardous waste to hold a valid registration issued by the DTSC while transporting hazardous waste, and CCR Title 22, Chapter 13, which requires haulers to have an identification number and a registration certificate from DTSC; obtain a Uniform Hazardous Waste Manifest signed by the generator and transporter prior to accepting hazardous wastes; and delivery of hazardous waste to authorized facilities only.

During construction activities, the commonly used hazardous substances must be transported from construction sites and disposed of at a contracted solid waste disposal provider in accordance with all federal, state, and local regulations, including the HSC, Hazardous Materials Transportation Act, Cal/OSHA, and LACoFD requirements. The proposed Project would not result new or different methods for future construction activities that are not already allowed within the Project area or otherwise result in changes to existing requirements for the transport, use or disposal of hazardous materials. Consequently, with compliance of applicable regulations, the future use of construction-related hazardous materials would not pose a significant risk to the public or environment through the

temporary routine transport and limited use or disposal of hazardous materials. Therefore, construction impacts would be less than significant.

Operation

Long-term operations of future residential, commercial, mixed-use, and industrial land uses implemented under the Metro Area Plan would be generally associated with expanded use of typical household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products). Some industrial uses, such as biotechnology research laboratories, artisan manufacturing, and/or other cleaner industrial uses allowed under the proposed Industrial Program could also involve routine transport, use, and disposal of certain hazardous materials and wastes unique to the specific occupant or use.

One of the primary purposes of the Industrial Program would be to convert current industrial land uses that are near residential properties to cleaner industry. As conceptually defined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan (County of Los Angeles 2023b), the LSP zone would allow for life science, research, and development uses, particularly those that support bioscience and biomedical product development and manufacturing. Uses permitted may include administrative and professional offices that support light industrial uses and research and development sites nearby. There are many potential uses within the LSP zone that would require a Conditional Use Permit (CUP) and be subjected to future environmental review pursuant to CEQA, including but not limited to biomedical and pharmaceutical products assembly and manufacturing; film laboratories; transmission, relay or communications switching stations; and biochemical research and diagnostic compounds to be used primarily by universities, laboratories, hospitals, and clinics for scientific research and developmental testing purposes.

The conceptual M-0.5 zone would allow for neighborhood-scale urban manufacturing uses such as production, design, distribution, and repair of products, including but not limited to furniture, art, software, technology, and other custom-made products. The zone would also allow for neighborhood-serving commercial, services, and innovation uses compatible with surrounding or abutting residential zones. The new zone would allow for the creation of transitions between employment and residential uses to encourage unobtrusive and less noxious uses adjacent to residential zones and sensitive uses. Specifically, the M-0.5 zone would encourage land use compatibility and a healthy environment where a variety of business and residents can co-exist. There are many uses within the M-0.5 zone that would require a CUP and be subjected to future environmental review, including but not limited to warehouses; microbreweries; film laboratories; and certain restaurants.

As conceptually outlined in Appendix G of the Metro Area Plan, the land uses that would be allowed under the new zones that are either permitted uses, require Site Plan Review (SPR) or require a CUP are already allowed under the existing M-1, M-1.5, and/or M-2 zones, with the exception of the following:

New uses only under M-0.5: Artisan production and custom manufacturing subject to a SPR.

New uses only under LSP: Biochemical research and diagnostic compounds to be used primarily by universities, laboratories, hospitals, and clinics for scientific research and developmental testing purposes subject to a CUP; production requiring advanced technology and skills directly related to research and development activities on the premises subject to SPR; scientific, engineering, and medical instruments subject to a CUP; hospitals subject to a CUP; and transmission, relay or communications switching stations subject to a CUP.

New uses under LSP & M-0.5: Production of experimental technology products such as technology chips and microchips subject to a SPR.

Most of the currently allowable land uses allowed under the existing M-1, M-1.5, M-2, and/or M-2.5 zones are not allowed under the new LSP and M-0.5 zones. For example, the following listed uses are a small sample of some of the uses that would not be allowed under the new LSP and M-0.5 zones, but are allowed uses under the existing industrial zones: oil wells; mining operations; animal-related uses; amphitheaters; correctional institutions; aircraft and military manufacturing, maintenance or repair or other airport-related uses; metal, plastic or rubber products or parts; food processing (with the exception of microbreweries); dry cleaning or laundry services; incinerators; machine shops; sheet metal shops; tanneries; utility-scale solar or wind energy facilities; and recycling or solid waste uses.

Future residential land uses and ACUs would continue to use typical household and commercially available hazardous materials, and there would be no new uses that are not already allowed within the residential and commercial zones in the Project area. Rezoning the currently commercial land uses to mixed-use to allow for residential development would not expand or increase risks associated with hazardous materials or otherwise result in changes to existing requirements for the transport, use or disposal of hazardous materials.

The Project would not result in new industrial uses on properties that are not already zoned for industrial, and no expansion of industrially-zoned land area would occur beyond the existing condition. As stated above, it is anticipated that the new Industrial-Program zones would encourage development of cleaner businesses that would facilitate land use compatibility and a healthy environment where a variety of business and residents can co-exist. However, the allowable land uses under the two new zones would still involve the use of hazardous materials. Therefore, although it is anticipated that the Industrial Program would encourage cleaner industrial uses, which would reduce the routine use of hazardous materials in the Project area, the exact nature of future occupants cannot be known at this time. However, as explained further below, these activities are subject to a suite of established regulations that address the potential for impacts from the routine transport, use, and disposal use of potentially hazardous materials.

Regulations that would be required of those transporting, using, or disposing of hazardous materials include RCRA, which provides the cradle to grave regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; IFC, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; Title 27, which regulates the treatment, storage and disposal of solid wastes; and the County Consolidated Fire Code, which regulates hazardous materials and hazardous substance releases. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the HSC, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

Businesses are required to strictly adhere to the federal, state, and local rules and regulations regarding the transport, use and disposal of hazardous materials. Businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a hazardous materials business plan (HMBP) to be created and submitted to the regional CUPA agency. The HMBP lists reportable quantities of hazardous materials stored and managed at a business. Transportation of hazardous materials is regulated under Title 13 CCR, Division 2, Chapter 6 of the California Highway Patrol, which requires safety measures

and labels to identify and safely transport hazardous materials. California also has air and water emission standards, which require permits for limited emissions from commercial and industrial businesses, under the regulatory authority of SCAQMD and State Water Quality Control Board, respectively. Further, Section 105.6.20 of the County Code requires operational permits to store, transport on site, dispense, use, or handle hazardous materials in excess of amounts listed in Table 105.6.20 of the County Code. These laws and regulations are designed to reduce and/or eliminate exposure of hazardous materials to the public and the environment.

Additionally, prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Division of Building and Safety (Building & Safety), which is responsible for the plan check review and determination of compliance with applicable regulations and the Building Code associated with the plan check review process. Further, the Metro Area Plan includes goals and policies related to the hazardous materials that would be addressed with the implementation of future developments, including Goals LU 6, LU 7, LU 8, and HW/EJ 1 and Policies LU 1.4, LU 5.1, LU 6.1, LU 6.2, LU 6.4, LU 7.1, LU 7.2, LU 8.1, 8.2, LU 8.3, LU 8.4, HW/EJ 1.1, and HW/EJ 1.2, listed above.

Overall, with regulatory compliance and the implementation of Metro Area Plan goals and policies that aim to protect the environment from hazards and pollutants, future development projects are not anticipated to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, and impacts would be less than significant.

Threshold 4.9-2 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 or waste into the environment?

The following impact analysis discusses the proposed Project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. The following hazardous materials or waste are considered: asbestos, lead-based paint, and PCBs; industrial operations; oil well and pipelines; and soil and groundwater contamination.

Asbestos, Lead-Based Paint and PCBs.

Future development projects that would be implemented under the Metro Area Plan are anticipated to result in the redevelopment of existing land uses. Demolition and construction activities associated with future development facilitated by the proposed Project could result in the disturbance of hazardous materials. Asbestos, lead-based paint, and universal wastes may be present in existing buildings to be demolished or redeveloped as part of the Project. Demolition activities must be conducted in compliance with a suite of regulations with the purpose of addressing these common hazards.

Prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Building & Safety, which is responsible for the plan check review and determination of compliance with applicable regulations and the Building Code associated with the permits. Hazardous material assessment of asbestos and lead-based paint and, if necessary, abatement is required under local regulations, specifically OSHA, Cal/OSHA, California Department of Public Health, and SCAQMD Rule 1403. Certain universal wastes (e.g., batteries, lamps and light ballasts, and mercury-containing equipment) are required to be managed and disposed of under California Code of Regulations Title 22, Section 66273.33 and Title 40 CFR. Hazardous wastes in major appliances, including PCBs, refrigerants, oils, and circuit

boards, must be removed before major appliances are recycled or disposed of in accordance with California Health and Safety Code Section 25212. Lastly, PCBs in building materials are regulated under the Toxic Substances Control Act. Adherence to these rules prior to and during demolition of existing buildings and structures would ensure proper handling and disposal of hazardous building materials and appliances.

Adherence to the County's permitting process and compliance with applicable laws related to asbestos-containing materials, lead-based paint, and/or PCBs rules prior to and during demolition of existing buildings and structures would limit public exposure to hazardous materials and would ensure that no significant hazards to the environment would occur.

Industrial Operations

As stated in Threshold 4.9-1, some industrial uses, such as biotechnology research laboratories or other industrial uses allowed under the Industrial-Program zones, could require the use of hazardous materials and wastes unique to the specific land use. As discussed above, the Industrial Program's new zones are intended to facilitate the transition from heavier industrial uses to cleaner industries The candidate parcels considered for rezoning would be in addition to the industrially zoned parcels identified by Green Zones Program that are within 500 feet of new sensitive uses (County of Los Angeles 2022). Although it is anticipated that, within five years of Project approval, the conversion of industrial land uses on candidate parcels would reduce the use of hazardous materials in the Project area related to the incompatibility between heavy industrial facilities and residential areas, the exact nature of future industrial occupants cannot be known at this time. The Project would also result in the potential for increased residential development on existing residential and commercial zoned parcels that are near to existing industrial parcels, including in Florence-Firestone along the Alameda corridor, in Walnut Park north of Broadway, and in Willowbrook along the Alameda corridor. The long-term use of hazardous materials that may be associated with the routine operations of a commercial or industrial user is not reasonably expected to result in upset or accident condition that could create significant hazards. The use of hazardous materials is heavily regulated through the federal, state, and local regulations described above under Regulatory Setting (Section 4.9.1.1) and summarized under Threshold 4.9-1.

All businesses that handle more than a specified number of hazardous materials to submit a Hazardous Materials Business Plan to the CUPA, in accordance with the Health and Safety Code requirements. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled.

Businesses that handle regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds are required to prepare and submit a Risk Management Plan to the CUPA in accordance with CalARP. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. 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. The Risk Management Plan evaluates potential accidents that could occur in association with chemical storage. The Risk Management Plan considers proximity to sensitive receptors such as schools, residential areas, hospitals, and day care facilities. Businesses or construction sites that store more than 1,320 gallons of fuels and oils are required to prepare an SPCC plan. The SPCC plan must be kept and used on the site to assist with spill prevention and control.

Operation of future businesses would likely result in use and transport of fewer hazardous materials and wastes than under existing conditions due to the redevelopment of certain industrial facilities. While some residential properties may have added commercial uses with the inclusion of ACUs, which may use household and/or commercially-available hazardous materials, the businesses would adhere to federal, state, and local requirements regarding the handling of hazardous materials, as discussed in the section above, which take into account prevention measures for upset and accident conditions such as spills and unpermitted emissions. The Project would not result in new industrial uses on properties that are not already zoned for industrial, and no expansion of industrially-zoned land area would occur beyond the existing condition. Further, one of the Project's objectives is to improve land use compatibility with respect to industrial and residential land uses. Some industrial parcels pollute or otherwise impact adjacent residents and businesses in the existing condition. The Project identifies candidate parcels that are suited for cleaner industrial and proposes industrial land use policies to attract cleantech and research and development uses, which are typically less polluting and better neighbors to existing non-industrial uses. The new LSP or M-0.5 zones under the proposed Industrial Program would facilitate the reduction of heavy industrial and the development of cleaner industrial and life science facilities in areas proximate to residential land uses.

Additionally, prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through Building & Safety, which is responsible for the plan check review and determination of compliance with applicable regulations and the Building Code associated with the requested permit. Therefore, future businesses that involve the use of hazardous materials would be managed in accordance with the applicable regulations and would be required to obtain proper permits and fully comply with all regulatory requirements, As such, future development projects are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment, and impacts would be less than significant.

Soil and Groundwater Contamination

As discussed in the Existing Environmental Conditions (Section 4.9.1.2), there are multiple sites within the Project area that have been identified as contaminated sites. These sites are listed as sites on the Cortese list (see Tables 4.9-1 and 4.9-2) and additional sites listed on the EnviroStor or GeoTracker databases (see Table 4.9-3). Further, locations where concentrations of common contaminants were detected above drinking water MCLs in samples collected from groundwater wells indicate areas with known groundwater contamination (see Figures 4.9-2, -4, -6, -8, -10, -12, and -14).

The individual sites identified in Section 4.9.1.2 and on Table 4.9-1 have open files with DTSC or the RWQCB, and future development at these sites has the potential to result in a significant upset or accident condition if not completed in compliance with regulations and with the proper oversight. Other sites noted as having closed cleanup cases (Table 4.9-2) may either 1) been given closure for unrestricted land use or 2) have remaining contamination that was determined to not be a significant risk to the existing land use. The closure for these sites may be based on maintaining the existing land use. While closed Cortese list sites met agency closure requirements at the time of closure, those requirements may have changed over time. Additionally, those sites may have met closure requirements for a specific land use that may not be applicable to the proposed land use. As noted in the closure letters for these sites, the cases should be reevaluated if land use changes. Additional sites listed on the EnviroStor or GeoTracker databases may also have remaining contamination (Table 4.9-3). These contaminated sites (Tables 4.9-1, -2, and -3) may have the potential to result in a significant upset or accident condition if future development is not completed in compliance with regulations and with the proper oversight.

In addition to contaminated sites, there are multiple sites identified in the Project areas that contain or are near oil wells or are located over oil fields or hazardous materials pipelines. As discussed above in Section 4.9.1.1, according to the recent Zoning Code amendments implemented under the Oil Well Ordinance, existing Project-area oil and gas wells that are operating by right are now considered nonconforming due to use.[7] Pursuant to Zoning Code Section 22.172.050, all nonconforming uses must be discontinued and removed from their sites within 20 years. Future development/redevelopment on Industrial Program candidate parcels that contain or are adjacent to active, plugged, or idle oil wells could require the wells to be abandoned or re-abandoned before the end of the 20-year sunset period, which has the potential to cause an upset or accident condition where hazardous materials are released to the environment. Unknown contamination from well or pipeline leakage could also result in unknown soil contamination or groundwater that could result in a significant risk to the public if subject to excavation or ground disturbance. However, all future development projects implemented under the Metro Area Plan, including those proposed on lands with potential contamination or near oil wells or pipelines, must undergo a rigorous site plan review and approval process. The County Department of Public Works, Building & Safety would undertake this review, examining issues such as potential well or hazardous pipeline locations and soil or groundwater contamination. Their objective is to ensure full compliance with all Building Code and applicable regulations before issuing building or grading permits.

During this process, Building & Safety will circulate the plan to all relevant Public Works Divisions, County departments, and other public agencies. This coordinated approach ensures a comprehensive assessment of potential issues that may emerge during the review. For instance, if the site includes abandoned oil wells, the approval process may necessitate validation of well closure permits, site surveys, remediation, and other conditions. In alignment with Zoning Code Section ordinance also established Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any industrial or vehicle-related operations within 500 feet of a sensitive area must secure a Conditional Use Permit (CUP), subject to CEQA review. Other circumstances warranting a CUP include substantial manufacturing, warehousing, hospital sites, and locations requiring significant export of graded materials.

In addition, Title 26 of the Los Angeles County Code grants the County the discretion to deny permits for new constructions, additions, or conversions within 300 feet of active, abandoned, or idle oil or gas well(s) or within 1,000 feet of a landfill containing decomposable materials, unless supported report conducted by a registered design professional (such as an engineer or a geologist) that evaluates the potential risks associated with building near or on contaminated areas, oil or gas wells, or specific landfills. The same regulations apply to buildings on contaminated soil as defined in Title 14, Section 17361(b) of the California Code of Regulations. In addition, as CalGEM recommends that structures are not built over or adjacent to oil wells, abandonment or re-abandonment of oil wells may be needed to facilitate redevelopment. The "Los Angeles Just Transition Strategy" provides methods to identify and abandon idle oil wells while ensuring their complete and timely remediation, in compliance with CEQA and other local laws. This review process may involve a variety of requirements on a project-by-project basis including collection of soil samples and testing, preparation of various reports/studies, site remediation, agency oversight, and agency clearance/approval that the site is suitable for development. Any required report, site investigation, soil testing, and site remediation generally must be completed by registered design professionals, engineers, site contamination specialists, and/or other professionals with applicable agency oversight. When all

[7] The Oil Well Ordinance prohibits new oil and gas wells in the unincorporated County areas outside of the Baldwin Hills CSD and certain specific plan areas. The Baldwin Hills CSD and all applicable specific plan areas are outside of the Project area; therefore, new oil and gas wells are prohibited in all Project-area communities.

applicable regulatory requirements/standards are satisfied, including the Building Code, Building & Safety would then issue a building permit, which would allow project development to proceed.

However, even with proper site investigation and testing for select projects, unknown contamination may be present within soils and/or groundwater beneath currently developed properties. Given the age of some developed properties within the Project area, information about the details of historic property uses, potential leaks from historic underground storage tanks, soil contamination from spills or leaking pipelines, improper disposal of hazardous materials, and/or accidental spills, may not be able to be known for certain. Unknown contaminants from historical activities could pose a significant hazard through reasonably foreseeable accidents or upset conditions. These hazards could be from petroleum hydrocarbons (e.g., oil and gas), agricultural chemicals (e.g., pesticides, herbicides, insecticides), solvents, heavy metals (e.g., lead, arsenic, cadmium, chromium, mercury) and/or soil vapor from volatile organic compounds (VOCs) or other unknown contaminants, which could pose a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. .

Therefore, site investigations to identify potential areas of contamination are critical to ensuring that the County's permitting process is effective in avoiding hazards associated with upset or accident conditions. In order to reduce potential hazards associated with construction activities on properties with known or unknown contamination, Mitigation Measure (MM) MM-4.9-1, Environmental Site Assessment (ESA), is required. MM-4.9-1 requires that the County consider all potential impacts related to hazardous conditions at a future project site and if necessary, require preparation of a Phase I ESA and potentially additional site investigations to the County for review and approval prior to the issuance of a permit. Any required site investigations and remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit, the Applicant shall provide the County Department of Public Works, Building and Safety with written documentation from the overseeing environmental agency that states the proposed site development is safe.

While investigations into potential contamination and subsequent site remediation are common requirements for infill development and redevelopment of industrial properties, these measures do not ensure that all impacts from future projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.9-1, potential impacts related to the creation of a significant hazard to the public or the environment due to hazards associated with contaminated sites would be significant and unavoidable because it is not possible to ensure the successful avoidance of all hazards associated with upset or accidental conditions where new development may occur.

Threshold 4.9-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses?

Future development projects that would be implemented under the Metro Area Plan are anticipated to result in the redevelopment of existing land uses, including residential, commercial, mixed-use, and industrial land uses. The residential, commercial, and mixed-use development that is anticipated to be facilitated by the implementation of the Metro Area Plan would not result in emissions or handling of acutely hazardous materials, substances, or hazardous wastes.

Under the proposed Industrial Program, the new LSP and M-0.5 zones would be implemented within five years of Project approval in select candidate parcels within the communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook that currently support and/or are zoned for existing industrial use (i.e., Light Industrial [M-1], Restricted Heavy Industrial [M-1.5] and Heavy Industrial [M-2]). Future implementation of the LSP and M-0.5 zones are anticipated to facilitate development of cleaner industrial uses, such as life sciences and artisan manufacturing uses, which are typically less polluting and better neighbors to existing non-industrial uses. Nevertheless, the uses allowed under the new LSP and M-0.5 zones could require activities that would result in emissions or handling of acutely hazardous materials, substances, or hazardous wastes associated with future industrial development, which could occur within 0.25-mile of an existing sensitive land use located in East Los Angeles, Florence-Firestone, West Rancho Dominquez-Victoria, and Willowbrook.

The Project would not result in new industrial uses on properties that are not already zoned for industrial, and no expansion of industrially-zoned land area would occur beyond the existing condition. The Project would not introduce industrial businesses into areas that were previously residential/commercial or other uses, and would therefore not expose new sensitive receptors to industrial uses. Further, one of the Project's objectives is to improve land use compatibility with respect to industrial and residential land uses. The proposed Industrial Program identifies candidate parcels for the new LSP and M-0.5 that are suited for cleaner industrial. The Project also proposes areawide policies listed in Section 4.9.2.3 to attract cleantech and research and development uses, which are typically less polluting and better neighbors to existing non-industrial uses. Future development projects on candidate parcels under new LSP and M-0.5 zoning would facilitate the reduction of heavy industrial and the development of cleaner industrial and life science facilities in areas proximate to residential land uses. As a result, exposure to hazardous emissions, hazardous materials, substances, or waste from industrial activities would likely decrease, including industrial activities located within 0.25-mile of sensitive land uses.

Further, the Green Zones Program establishes of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. All seven unincorporated Project-area communities are included as individual Green Zone Districts. The addition of development standards for new sensitive uses of the Green Zones Program provides protections to sensitive uses, such as multi-family residential developments, that locate near existing industrial uses. These land use changes would be in addition to the industrially zoned parcels identified by Green Zones Program that are within 500 feet of sensitive uses (County of Los Angeles 2022a). The Green Zone Districts include development standards and procedures for existing and new industrial uses located within 500 feet of a sensitive use on an unincorporated parcel, or within 500 feet of a residential use on an incorporated parcel, to minimize adverse effects related to odor, noise, aesthetic, soil contamination, vehicle circulation, and air quality on nearby sensitive uses. Green Zone Districts are a set of geographic zoning overlays identified based on the high number of stationary sources of pollution near sensitive uses (e.g., residences, schools, and parks) that established more stringent entitlement processes for specific industrial, recycling, or vehicle-related uses for properties located within a 500-foot radius of a sensitive use (County of Los Angeles 2022a).

Therefore, any new industrial and commercial operations in proximity to existing sensitive land uses would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials described under Threshold 4.9-1 as well as applicable restrictions set forth under the Green Zones Program. Further, the Metro Area Plan includes goals and policies related to the hazardous materials that would be addressed with the implementation of future developments, including Goals LU 6, LU 7, LU 8, and HW/EJ 1 and Policies LU 1.4, LU 5.1, LU 6.1, LU6.2, LU 6.4, LU 7.1, LU 7.2, LU 8.1, LU 8.2, LU 8.3, LU 8.4, HW/EJ 1.1, and HW/EJ 1.2, listed above. Thus, although the future projects under the proposed Industrial Program would include new industrial

developments that could emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses, these activities would be conducted in accordance with all applicable regulations and permit requirements. Further, the implementation of the Industrial Program is anticipated to increase land use compatibility with sensitive receptors through facilitating cleaner industries in areas with existing industrial zones and impacts would be less than significant.

Threshold 4.9-4 Would the project be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Two hundred forty-seven (247) sites within the Project area are included on the Cortese list, which was compiled pursuant to Government Code Section 65962.5. The vast majority of these sites (236 of the 247 Cortese list sites; Table 4.9-2) have release cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. Eleven (11) of the 247 Cortese list sites within the Project area are open active investigation or remediation sites (Table 4.9-1). Potential future development of these sites or sites that would be listed under future conditions could occur under the implementation of the Metro Area Plan.

Sites listed in Table 4.9-1 have open files with DTSC and RWQCB and could pose a significant hazards impact related to future development of a listed site. The sites identified in Table 4.9-2 have closed regulatory cleanup cases but may have remaining contamination that may pose a significant impact for the future development. In addition, sites are added to and removed from the contaminated site lists as defined in Government Code Section 65962.5 over time and the list must be referenced regularly to ensure the latest available information is obtained. Therefore, the sites identified in Tables 4.9-1 and 4.9-2 should not be considered the extent of potential impacts for future development.

In accordance with County's regulations, future site-specific development projects would be required to undergo a review and approval through the County's site plan review process prior to the issuance of any building permit. Building & Safety would examine various site-specific issues, including whether a site is listed on a Cortese list, potential oil well locations, soil contamination, etc. to ensure all building codes and applicable regulatory requirements are satisfied before they issue a building permit. During a site plan review, the Building & Safety typically refers the proposed development plan to all appropriate Public Works Divisions, County departments, and other public agencies for various clearance for issues/requirements that they identified. If a future development site is on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, for example, the clearance would include verification of site remediation and regulatory clearance that would allow development to occur. Therefore, impacts would be less than significant, and no mitigation measures are required.

Threshold 4.9-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the Project area?

The nearest major general aviation commercial airport is Los Angeles International Airport (LAX), which is approximately 5-10 miles west to the Project area. The nearest general aviation reliever airport is Hawthorne Municipal Airport (also known as Jack Northrop Field), located approximately 0.5 mile west of the southwest portion

of West Athens planning area. Compton/Woodley Airport also serves as a general aviation reliever airport and is located approximately 1.0 mile east of West Rancho Dominquez planning area. The Project area is not located within an airport land use plan and is not located in an area designated as an "Airport Influence Area" subject to the development conditions of the Los Angeles County Airport Land Use Plan and the Airport Land Use Commission, which would otherwise restrict the height of future development (ALUC 2020). Thus, implementation of the proposed Project would not result in a safety hazard or be exposed to safety hazards related to the operation of an airport. Therefore, impacts would be less than significant, and no mitigation measures are required.

Threshold 4.9-6 Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The emergency response plan for the Project area is the Operational Area Emergency Response Plan, which is prepared by Emergency Management Organization of Los Angeles County. The Operational Area Emergency Response Plan strengthens short- and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in Los Angeles County. Implementation of the proposed Project is not anticipated to result in future development that would alter roadways or otherwise facilitate changes that would result in inadequate emergency access. It is possible that construction activities associated with future projects that may be developed under the Metro Area Plan may result in the presence of construction equipment and materials adjacent to roadways could temporarily impede emergency access to and within the Project area. Many construction projects would be required to submit construction traffic management plans to the Los Angeles County Public Works Traffic and Lighting Division for review and approval. Further, future development would need to comply with all applicable building code requirements in the California Building Code, Fire Code, and County Code related to access and design requirements to allow for emergency services to access all structures. With compliance to any requirements deemed necessary for approval of the Traffic and Lighting Division, impacts to emergency access would be less than significant and no mitigation is required.

Threshold 4.9-7(i) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within a high fire hazard area with inadequate access?

The Project area is located in a developed, urban area and is not designated as an area of moderate, high, or very high severity zones by California Department of Forestry and Fire Protection's (CALFIRE's) Fire Hazard Severity Zones in State Responsibility Areas (CALFIRE 2007). As mentioned above, the proposed Project would not result in inadequate emergency access. The proposed Project would not expose people or structures to a significant risk of loss, injury, or death because the Project would maintain adequate emergency access and is not located in an area of high fire hazards. Therefore, the proposed Project would result in a less than significant impact. Refer to Section 4.20, Wildfire, for further discussion on wildfire hazards in the Project area.

Threshold 4.9-7(ii) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within an area with inadequate water and pressure to meet fire flow standards?

As mentioned in Threshold 4.9-7(i) above, the Project is not located in a high fire hazard area. Implementation of the proposed Project would rely on existing water services to meet water and pressure fire flow standards throughout the Project area. Changes in land use from industrial activities to biotech/research and development, as well as changes in residential land use to commercial/retail activities would comply with the California Building Code to meet fire safety requirements.

As discussed in Section 4.19, Utilities and Service Systems, water supplies for the Project would be sourced from purchased Metropolitan Water District (MWD) imported water, groundwater from the Central and West Coast groundwater basins, and recycled water. MWD is a wholesale water provider of imported surface water for the Project retail water purveyors, deriving its water from the State Water Project and Colorado River. As a result of recent drought conditions, MWD declared a Water Shortage Emergency for areas dependent on State Water Project water supplies and executed an Emergency Water Conservation Program requiring member agencies dependent on State Water Project deliveries to immediately cut water use by implementing one-day-a-week water restrictions, or the equivalent, by June 1, 2022. However, the affected water agencies do not include the Project area retail water purveyors. Based on 2020 Urban Water Management Plans (UWMPs) completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. Thus, the proposed Project would result in a less than significant impact related to the adequacy of water and pressure to meet fire flow requirements. Refer to Section 4.15, Public Services, for further discussion on fire protection services to the Project area and Section 4.20, Wildfire, for further discussion on impacts related to wildfire.

Threshold 4.9-7(iii) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within proximity to land uses that have the potential for dangerous fire hazard?

Land uses that may pose a dangerous potential for fire hazards may include wildland open space areas subject to wildfire hazards or facilities that handle large amounts of reactive/explosive materials, such as fertilizer plants or refineries. The Metro Planning Area is a highly urban area and is not included within a high fire hazard area that would be subject to wildfires. Refer to Section 4.20, Wildfire, for further discussion on wildfire hazards in the Project area.

The Project area contains typical urban land uses and does not contain land uses that pose a significant risk of fire hazard. Further, all land uses must be constructed and maintained in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design and hazardous materials storage and handling. Implementation of the Metro Area Plan would not exacerbate or otherwise alter the existing conditions in the Project area that related to fire hazards. Further, businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a HMBP be created and submitted to the regional CUPA agency. The County Fire Department is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the Metro Area Plan would not expose people or structures to a significant risk of loss, injury, or death involving fires due to proximity to dangerous fire hazards. Therefore, the Project would result in a less than significant impact.

Threshold 4.9-8 Does the proposed use constitute a potentially dangerous fire hazard?

The development of residential, mixed-use, commercial, and industrial in accordance with the LSP and M-0.5 zones would not pose significant fire hazards. All land use changes associated with the Metro Area Plan would facilitate uses that are typical for urban areas and are not associated with substantial hazards from fire. All future projects would need to be constructed in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design. Businesses that handle regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds are required to prepare and submit a Risk Management Plan to the CUPA in accordance with CalARP. The overall

purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. 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. Further, businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a HMBP be created and submitted to the regional CUPA agency. The County Fire Department is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the Metro Area Plan would not constitute a dangerous fire hazard. Therefore, the Project would result in less than significant impacts.

4.9.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, as defined by CEQA, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts related to hazards and hazardous materials includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.9-1. The Office of Environmental Health Hazard Assessment has developed the CalEnviroScreen tool to assist with the evaluation of cumulative impacts related to environmental hazards, including release of hazardous material or waste into the environment through the routine transport, use, or disposal of hazardous materials. The CalEnviroScreen tool does this by combining the multiple stressors that a community is exposed into a combined score. These stressors include exposure to ozone, particulate matter, toxic releases, traffic, pesticides, drinking water contaminants, and lead in housing. The tool also considers environmental effects from cleanup sites, groundwater threats, hazardous waste, impaired waters, and solid waste, as well as sensitive populations and socioeconomic factors within the community. The CalEnviroScreen scores for each of the Metro Area Plan communities were up to 90-100, which is the highest score range (OEHHA 2022). This indicates that these communities are already subject to a high environmental burden associated with pollution and other hazardous conditions. Through unchecked transport, use, or disposal of hazardous materials, future development projects implemented under the Metro Area Plan could potentially contribute to this existing burden, leading to potentially-cumulatively considerable impacts. However, compliance with applicable federal, state, and local regulations would protect residents, workers, and the environment from significant hazards associated with hazardous materials. Thus, as discussed in further detail below, the Project's incremental effects would not be cumulatively considerable.

Impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials are generally site-specific. Future concurrent construction activities under the Metro Area Plan would necessitate the temporary transport, storage, and use of hazardous substances like fuel, lubricants, paint, solvents, and maintenance materials. Compliance with federal, local, and state regulations, including the Hazardous Materials Transportation Act and HSC Section 25163, among others, would be mandatory to ensure safety. Despite the potential risks associated with these hazardous materials, the application of strict regulations ensures that the materials' transport, use, and disposal won't pose a significant threat to the public or

the environment. Consequently, the Project's incremental effects would not be cumulative considerable, and no cumulatively significant construction impact would occur.

Long-term operations of future land uses under the Metro Area Plan would involve the routine transport, use, and disposal of household, commercial, and some industrial hazardous materials. The proposed Industrial Program together with supporting goals and policies set forth in the Metro Area Plan aim to transition current industrial uses on candidate parcels to cleaner industry, such as life science, research, development, and artisan manufacturing. Although some uses in the new LSP and M-0.5 zones could require hazardous materials, these activities would be regulated by a suite of established regulations like RCRA, CERCLA, Hazardous Materials Transportation Act, and others to ensure safety. The Project would not introduce new industrial uses not already zoned or expand industrially-zoned land area beyond the existing condition. Thus, even with the use of hazardous materials in the new zones, regulatory compliance and proposed Metro Area Plan policies are, through future development/redevelopment projects, expected to minimize any significant hazard to the public or environment. As such, the Project's incremental effects regarding the routine transport, use, and disposal of hazardous materials would not be cumulatively considerable, and no cumulatively significant impacts would occur.

Threshold 4.9-2. As discussed above under cumulative Threshold 4.9.1, the Project area is already subject to a high environmental burden associated with pollution and other hazardous conditions associated with reasonably foreseeable accident or upset conditions. Thus, although impacts related to potential upset and accident conditions involving the release of hazardous materials or waste into the environment are generally site-specific, given the existing conditions, there is a potential for the Project's incremental effects to be cumulatively considerable.

Compliance with the County's permitting process and other applicable federal, state, and local regulations would protect existing future residents and workers, as well as the environment, within the Project area from exposure to significant hazards associated with accident or upset conditions. None the less, even with site investigations that may be required for select projects, unknown contamination may be present within soils and/or groundwater beneath currently developed properties., including properties in the vicinity of a well or hazardous pipeline. As discussed above under Section 4.9.2.4, Impact Analysis, Threshold 4.9-2, the Project does not involve additional industrial land use areas. Rather, the Project involves the potential to facilitate the redevelopment of heavy industrial land uses to the cleaner industrial land uses under the Industrial Program. It is anticipated that implementation of the Industrial Program could reduce the routine use of hazardous materials and the risk of upset in the Project area. However, because redevelopment of industrial land uses is expected to occur in the Metro Planning Area, the potential for encountering unknown soil contamination and/or soil vapor conditions during construction activities may occur and could result in significant hazards to the public or the environment due to accidental or upset conditions. As described above, although implementation of MM-4.9-1 would reduce impacts, not all development projects would be subject to this requirement and the Project's incremental contribution to significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment would be cumulatively considerable.

Threshold 4.9-3. Regarding impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses, implementation of the Project would result in additional development throughout the Project area, including within one-quarter mile of sensitive land uses. As discussed above, the CalEnviroScreen scores for each of the Project area communities are in the highest score range, indicating that the Project area is already subject to a high pollution burden related to hazardous emissions and/or acutely hazardous materials, sources, and waste. However, the new LSP and M-0.5 zones implemented within five years of Project approval would place additional restrictions on the types of future industrial uses permitted, resulting in a decrease over time in the intensity of industrial activities near residential

neighborhoods. As a result, exposure to hazardous emissions, hazardous materials, substances, or waste from industrial activities would likely decrease, including industrial activities located within one quarter mile of sensitive land uses.

Any new manufacturing, production, biotech, research and development, or other commercial operations in the Project area in proximity to existing sensitive land uses would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials (and discussed in Section 4.19-1). In addition, as mentioned above, the implementation of Metro Area Plan areawide development standards and policies would further ensure that future development in the Project area would be developed in accordance with land use compatibility goals.

Further, the Green Zone Districts apply within the Project area and include development standards and procedures for existing and new industrial uses located within 500 feet of a sensitive use on an unincorporated parcel, or within 500 feet of a residential use on an incorporated parcel, to minimize adverse effects related to odor, noise, aesthetic, soil contamination, vehicle circulation, and air quality on nearby sensitive uses. Green Zone Districts are a set of geographic zoning overlays identified based on the high number of stationary sources of pollution near sensitive uses (e.g., residences, schools, and parks) that established more stringent entitlement processes for specific industrial, recycling, or vehicle-related uses for properties are located within a 500-foot radius of a sensitive use (County of Los Angeles 2022a). Hazardous emissions sites within the Project area and at other projects outside of the Project area and within the unincorporated County would each be required to comply with existing federal, state, and County regulations. Compliance with existing regulations would reduce impacts in the Project area and unincorporated County to a less than significant level, and thus, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses would not be cumulatively considerable.

Threshold 4.9-4. Impacts related to projects being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 are generally site-specific. As discussed above, cumulative development projects would be required to comply with applicable local, state and federal regulations regarding sites included on the Cortese list, compiled pursuant to Government Code Section 65962.5, which would reduce individual effects. Further, the County's site plan review process and County Department review of development proposals would identify properties that may be listed in accordance with Government Code Section 65962.5 within the Project area, and would be required to comply with applicable regulations accordingly. Therefore, the Project's incremental contribution hazards related to projects being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 would not be cumulatively considerable.

Threshold 4.9-5. Impacts related to potential safety hazards to residents or workers created as a result of projects being located within two miles of a public airport or public use airport, or within an airport land use plan, are generally site specific. Cumulative development projects in the Project area and throughout the unincorporated County area must follow Federal FAA Regulation 14 CFR 77.9, which requires filing with FAA for proposed structures based on several factors such as distance from runways and structure height. The Project area is not located within an airport land use plan and is not located in an area designated as an "Airport Influence Area" subject to the development conditions of the Los Angeles County Airport Land Use Plan and the Airport Land Use Commission, which would otherwise restrict the height of future development (ALUC 2020). Because the Project (without mitigation) would have a less than significant impact to safety hazards created as a result of projects located within two miles of an airport or within an airport land use plan and all development in the cumulative study area (i.e. the

unincorporated County) would be similarly subject to existing FAA and County regulations, the Project's impacts related to safety hazards resulting from airport-project-adjacency would not be cumulatively considerable.

Threshold 4.9-6. The emergency response plan for the Project area and the cumulative study area is the County's Operational Area Emergency Response Plan. Any future development in the unincorporated County would be included within the Operational Area Emergency Response Plan area, and would be required to comply with applicable federal, state and local regulations related to emergency response, such as emergency evacuations and adhering to fire/sheriff mandates for evacuations, in support of the response plan. Required compliance with applicable regulations throughout the unincorporated County would help ensure cumulative project impacts related to emergency response in the County's unincorporated areas would be less than significant. Although the Project would increase the service population within the unincorporated County, as discussed in Section 4.15, Public Services, of this Recirculated Draft PEIR, the Project's cumulative impacts to emergency services would be less than significant, which suggests that the County has adequate resources to respond to County-wide emergencies, if a regional disaster were to occur, necessitating emergency response actions outlined in an adopted emergency response or evacuation plan. All new development must adhere to the County's Building Code and Fire Code requirements for access and design features that can accommodate emergency response. Project-level compliance with applicable federal/state/local regulations and continued implementation of General Plan goals and policies (including Goal S 7 and Policies S 7.1 through 7.9 of the revised Safety Element, as listed in Section 4.9.1.1, above) would ensure the risk of impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant, and Project impacts would not be cumulatively considerable.

Threshold 4.9-7i. The Project area is in a developed, urban area and is not designated as an area of moderate, high, or very high severity zones by CALFIRE's Fire Hazard Severity Zones in State Responsibility Areas (CALFIRE 2007). As such, the Project and related project would not expose people or structures to a significant risk of loss, injury, or death involving fires due to inadequate access within a high fire hazard severity area and would not contribute to an existing cumulative impact. Therefore, Project impacts related to exposure people or structures to a significant risk of loss, injury, or death involving fires, within a high fire hazard area with inadequate access would not be cumulatively considerable.

Threshold 4.9-7ii. Regarding exposure of people or structures to a significant risk of loss, injury, or death involving fires, due to location within an area with inadequate water and pressure to meet fire flow standards, the Project area is located in a developed, urban area and is not designated as an area of moderate, high, or very high severity zones by CALFIRE's Fire Hazard Severity Zones in State Responsibility Areas (CALFIRE 2007). Changes in land use from industrial activities to biotech/research and development, as well as changes in residential land use to commercial/retail activities would comply with the California Building Code to meet fire safety requirements and infrastructure demands to accommodate for fire flows.

Further, as discussed in Section 4.19, Utilities and Service Systems, water supplies for the Project would be sourced from purchased MWD imported water, groundwater from the Central and West Coast groundwater basins, and recycled water. Based on 2020 UWMPs completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. In addition, because groundwater withdrawals from the West Coast and Central groundwater basins are limited based on an adjudication process, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers. As a result, the water suppliers for the Planning Area and County as a whole would have sufficient water supplies available to serve the Project. Therefore, and for the reasons discussed

above, Project impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving inadequate water and pressure would not be cumulatively considerable.

Threshold 4.9-7iii. Land uses that may pose a dangerous potential for fire hazards may include wildland open space areas subject to wildfire hazards or facilities that handle large amounts of reactive/explosive materials, such as fertilizer plants or refineries. The Project area is a highly urban area and is not included within a high fire hazard area that would be subject to wildfires. The Project area contains typical urban land uses and does not contain land uses that pose a significant risk of fire hazard. Further, future development in proximity to land uses that have the potential for dangerous fire hazards requires site-specific consideration. For instance, development in areas of the County that are not near the Project area would not be affected by, and would not affect, development associated with the Metro Area Plan due to distance. Further, all land uses in the County must be constructed and maintained in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design and hazardous materials storage and handling. Implementation of the Metro Area Plan would not exacerbate or otherwise alter the existing conditions in the Planning Area that related to fire hazards. Further, businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a HMBP be created and submitted to the regional CUPA agency. The County Fire Department is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the Metro Area Plan as well as cumulative development would not expose people or structures to a significant risk of loss, injury, or death involving fires due to proximity to dangerous fire hazards and impacts would not be cumulatively considerable.

Threshold 4.9-8. The development of residential, mixed-use, commercial, and industrial in accordance with the LSP and M-0.5 zones would not pose significant fire hazards. All land use changes associated with the Metro Area Plan would facilitate uses that are typical for urban areas and are not associated with substantial hazards from fire. All future projects would need to be constructed in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design. Further, businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a HMBP be created and submitted to the regional CUPA agency. The County Fire Department is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the Metro Area Plan and cumulative projects would not constitute a dangerous fire hazard or be cumulatively considerable. Therefore, Project impacts related to uses that would constitute a potentially dangerous fire hazard would not be cumulatively considerable.

4.9.2.6 Mitigation Measures

MM-4.9-1 Environmental Site Assessment (ESA). During subsequent project-level environmental review, the County shall consider all relevant information available for the property (e.g., applicable database search, site visit, past and present land uses on the property, and/or existing site investigations) to determine potential project impacts related to hazards. If review of relevant information, including past and present land use on the property, identifies potential impacts related to hazards, the County shall require project applicants to retain a qualified hazardous materials specialist to prepare a Phase I Environmental Site Assessment (ESA) in accordance with

American Society for Testing Materials (ASTM) Standard E-1527-21. Any and all recognized environmental conditions (RECs) identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19. The Phase II ESA shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, RWQCB, County Fire Department) to determine any requirements for additional investigations and/or restrictions on site development based on the Applicant's development proposal.

If remediation activities are required, all remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit, the Applicant shall provide the County Department of Public Works, Building and Safety and County Planning with written documentation from the overseeing environmental agency that states the proposed site development is safe and would not significantly impact the health and safety of construction workers, adjacent sensitive receptors, or future occupants on the site.

4.9.2.7 Level of Significance After Mitigation

Threshold 4.9-1 The Project would have **less than significant** impacts related to creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Threshold 4.9-2. Even with implementation of MM-4.9-1, the Project would have **significant unavoidable** impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.

Threshold 4.9-3 The Project would have **less than significant** impacts related to emitting hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses.

Threshold 4.9-4 The Project would have **less than significant** impacts related to creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5.

Threshold 4.9-5 The Project would have **less than significant** impacts related to locations within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, which would result in a safety hazard for people residing or working in the Project area.

Threshold 4.9-6 The Project would have **less than significant** impacts related to impaired implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Threshold 4.9-7i The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires due to location within a high fire hazard area with inadequate access.

Threshold 4.9-7ii The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within an area with inadequate water and pressure to meet fire flow standards.

Threshold 4.9-7iii The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within proximity to land uses that have the potential for dangerous fire hazard.

Threshold 4.9-8 The Project would have **less than significant** impacts related to a proposed use constituting a potentially dangerous fire hazard.

4.9.3 References

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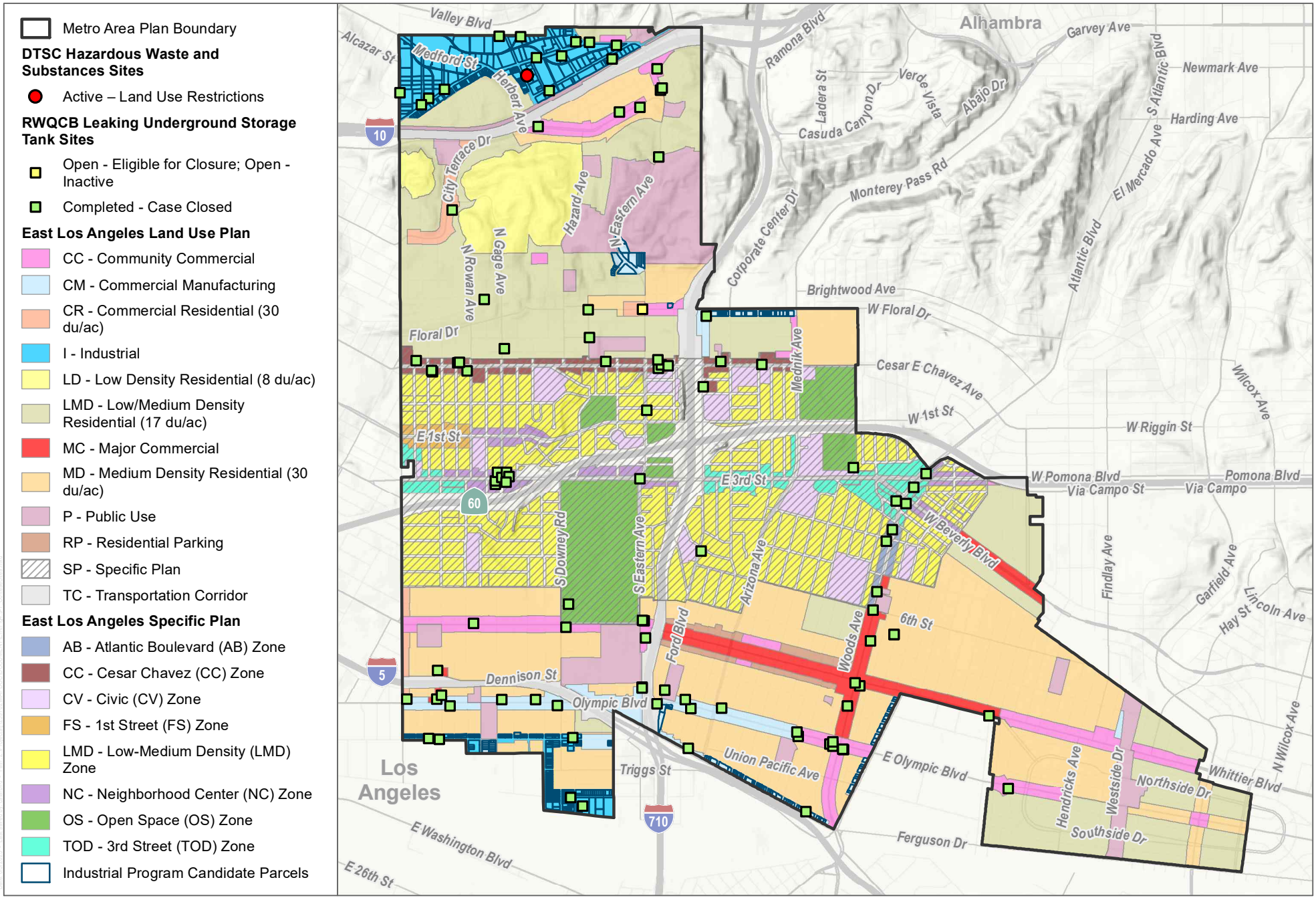

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 1,500 3,000 Feet

FIGURE 4.9-1

Cortese List Sites – East Los Angeles

Los Angeles County Metro Area Plan EIR

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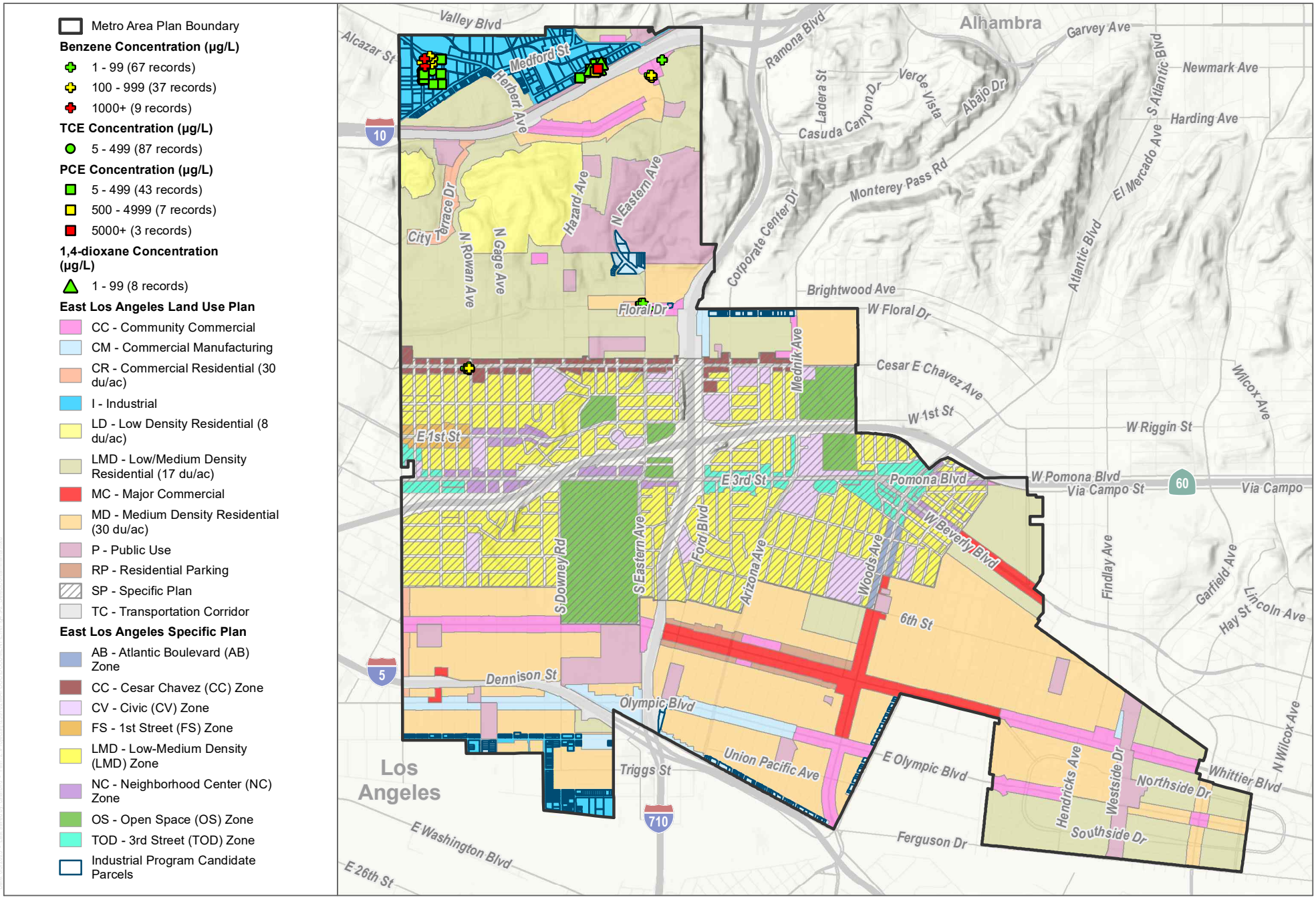

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

DUDEK

0 1,500 3,000 Feet

FIGURE 4.9-2

Select Contaminants in Groundwater in the Past 10 Years – East Los Angeles

Los Angeles County Metro Area Plan EIR

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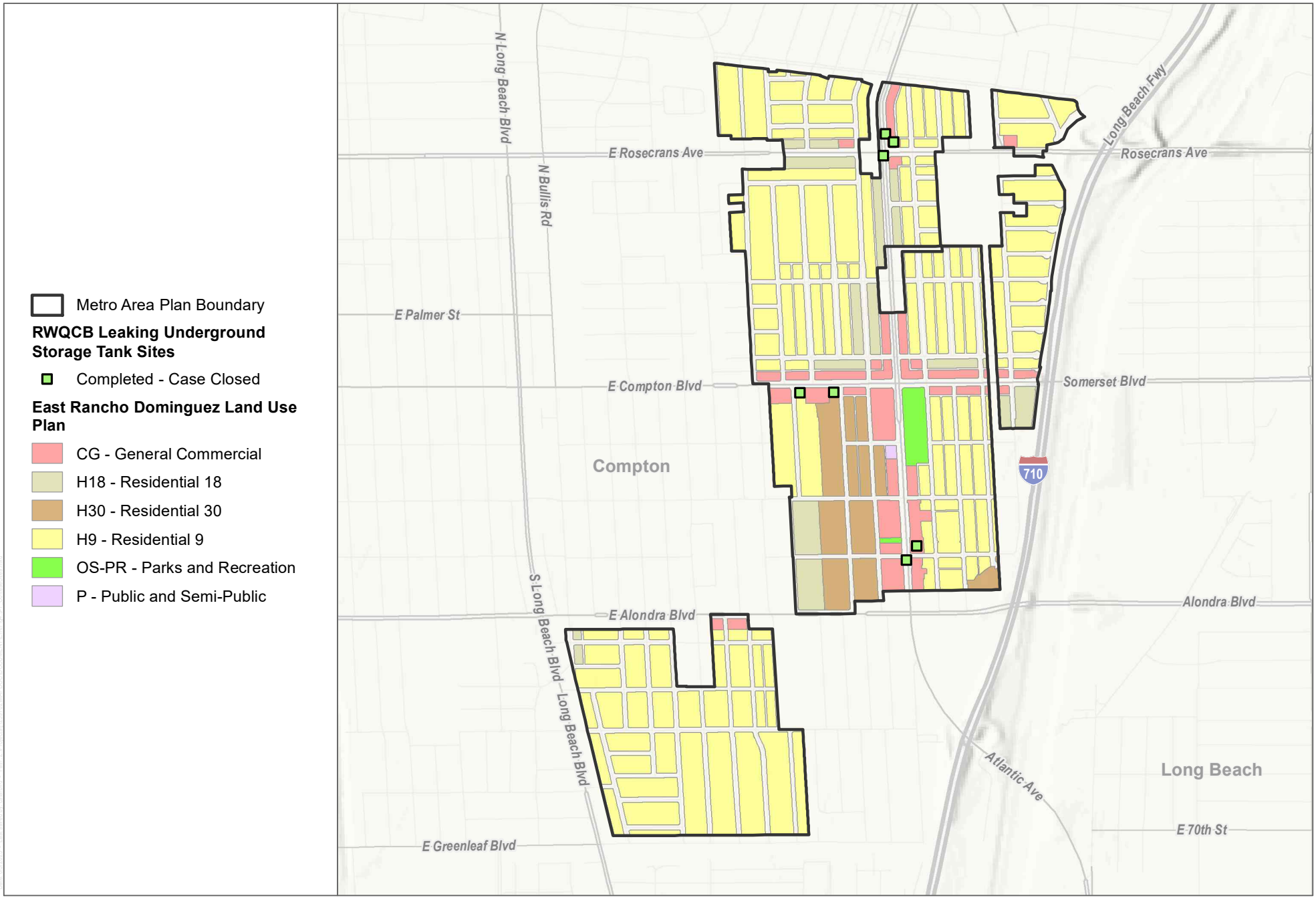

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 750 1,500 Feet

FIGURE 4.9-3

Cortese List Sites – East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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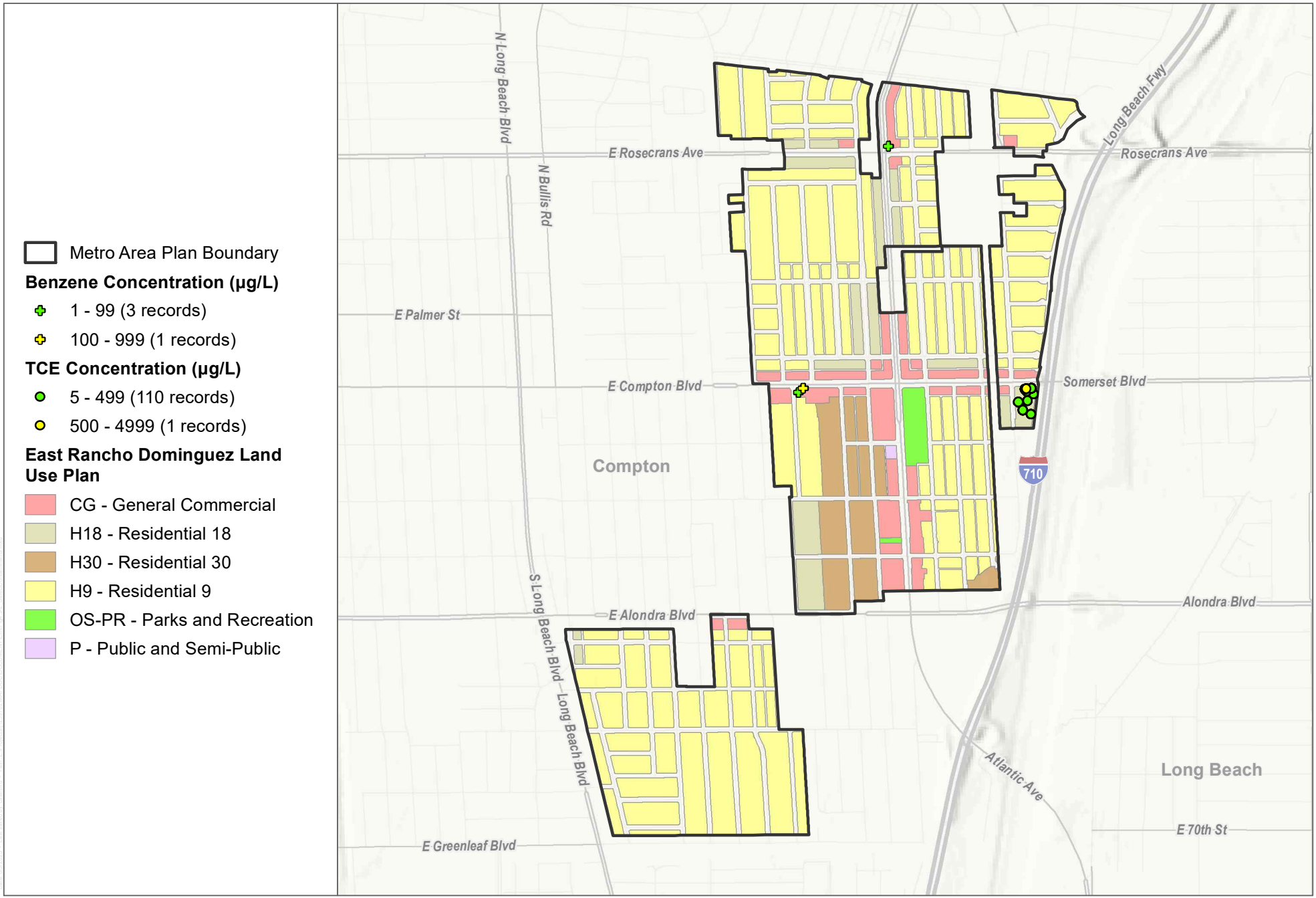

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

DUDEK

0 750 1,500 Feet

FIGURE 4.9-4

Select Contaminants in Groundwater in the Past 10 Years – East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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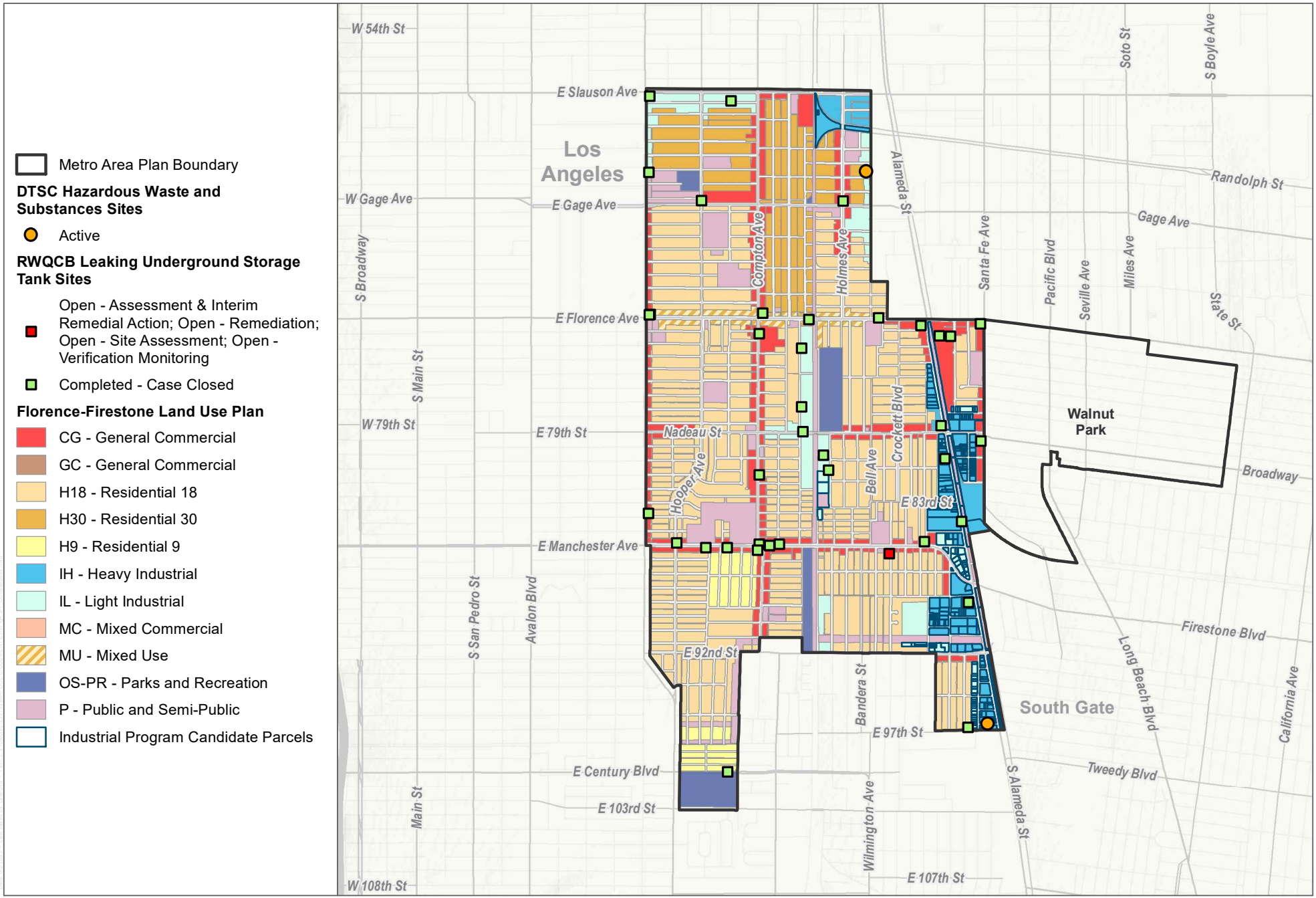

SOURCE: FEMA; Open Street Map 2019; LA County 2021

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FIGURE 4.9-5

Cortese List Sites – Florence-Firestone

Los Angeles County Metro Area Plan EIR

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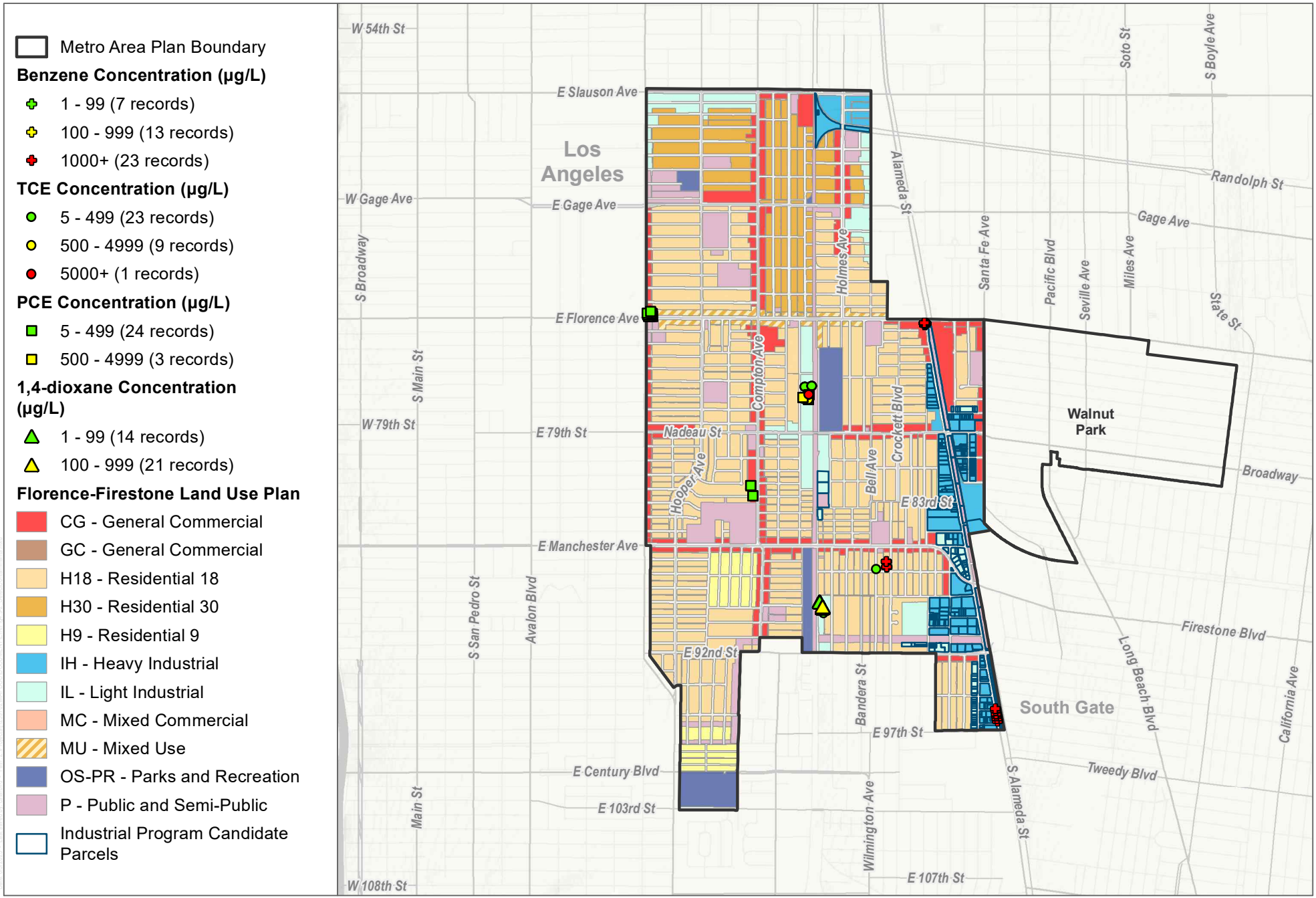

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

DUDEK

FIGURE 4.9-6

Select Contaminants in Groundwater in the Past 10 Years – Florence-Firestone

Los Angeles County Metro Area Plan EIR

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 750 1,500 Feet

FIGURE 4.9-7

Cortese List Sites – Walnut Park

Los Angeles County Metro Area Plan EIR

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SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

DUDEK

0 750 1,500 Feet

FIGURE 4.9-8

Select Contaminants in Groundwater in the Past 10 Years – Walnut Park

Los Angeles County Metro Area Plan EIR

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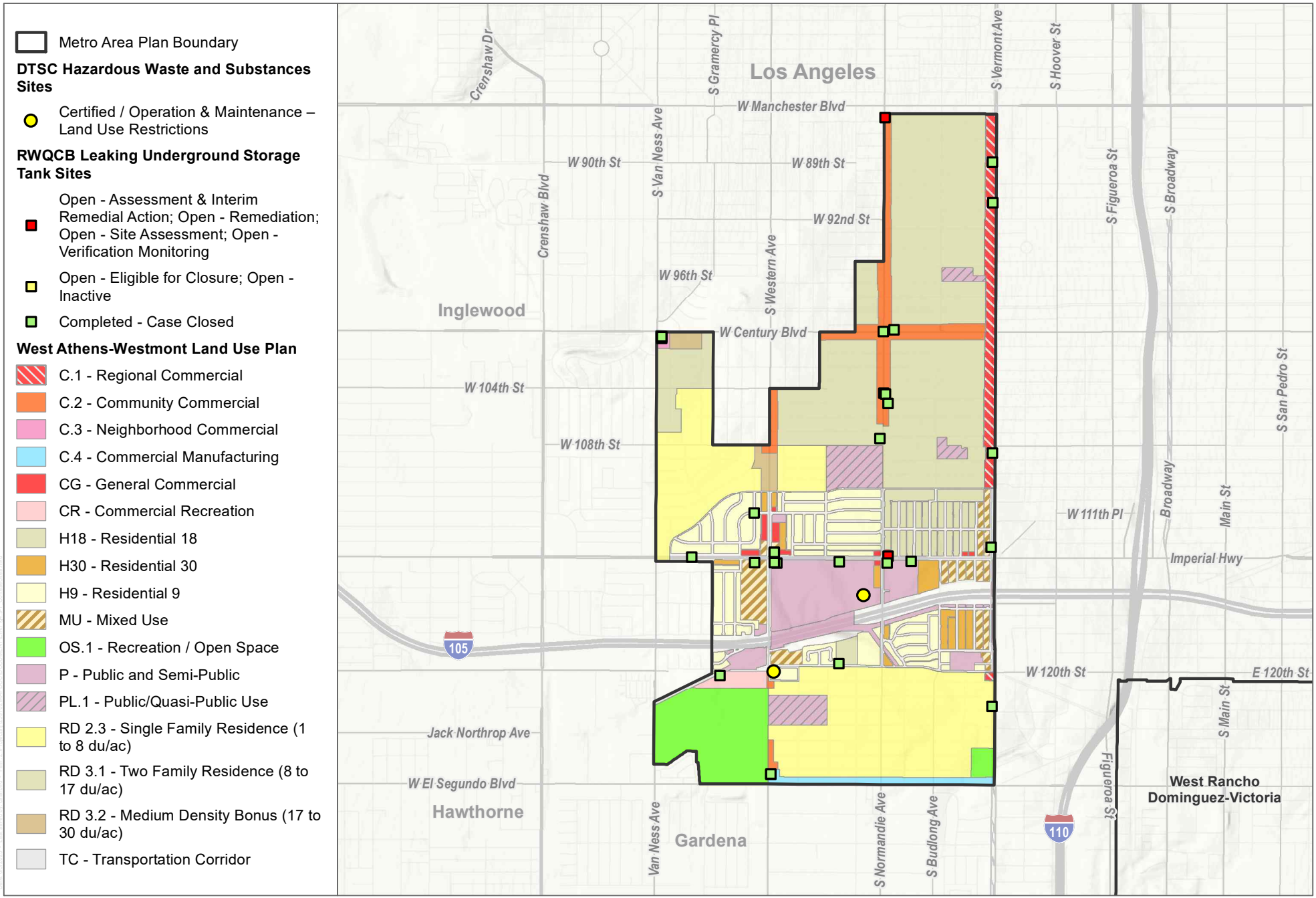

SOURCE: FEMA; Open Street Map 2019; LA County 2021

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FIGURE 4.9-9

Cortese List Sites – West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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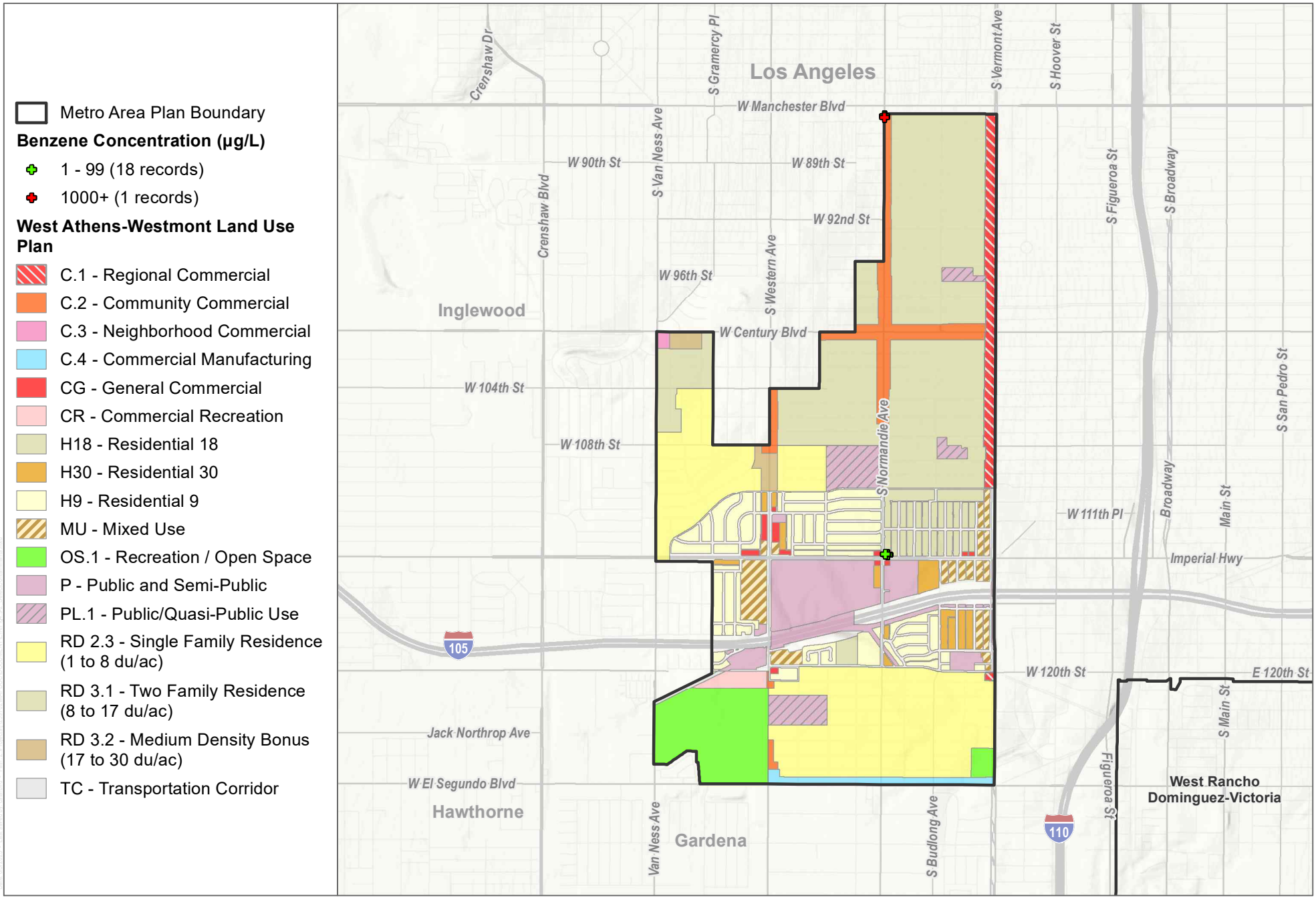

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

FIGURE 4.9-10

Select Contaminants in Groundwater in the Past 10 Years – West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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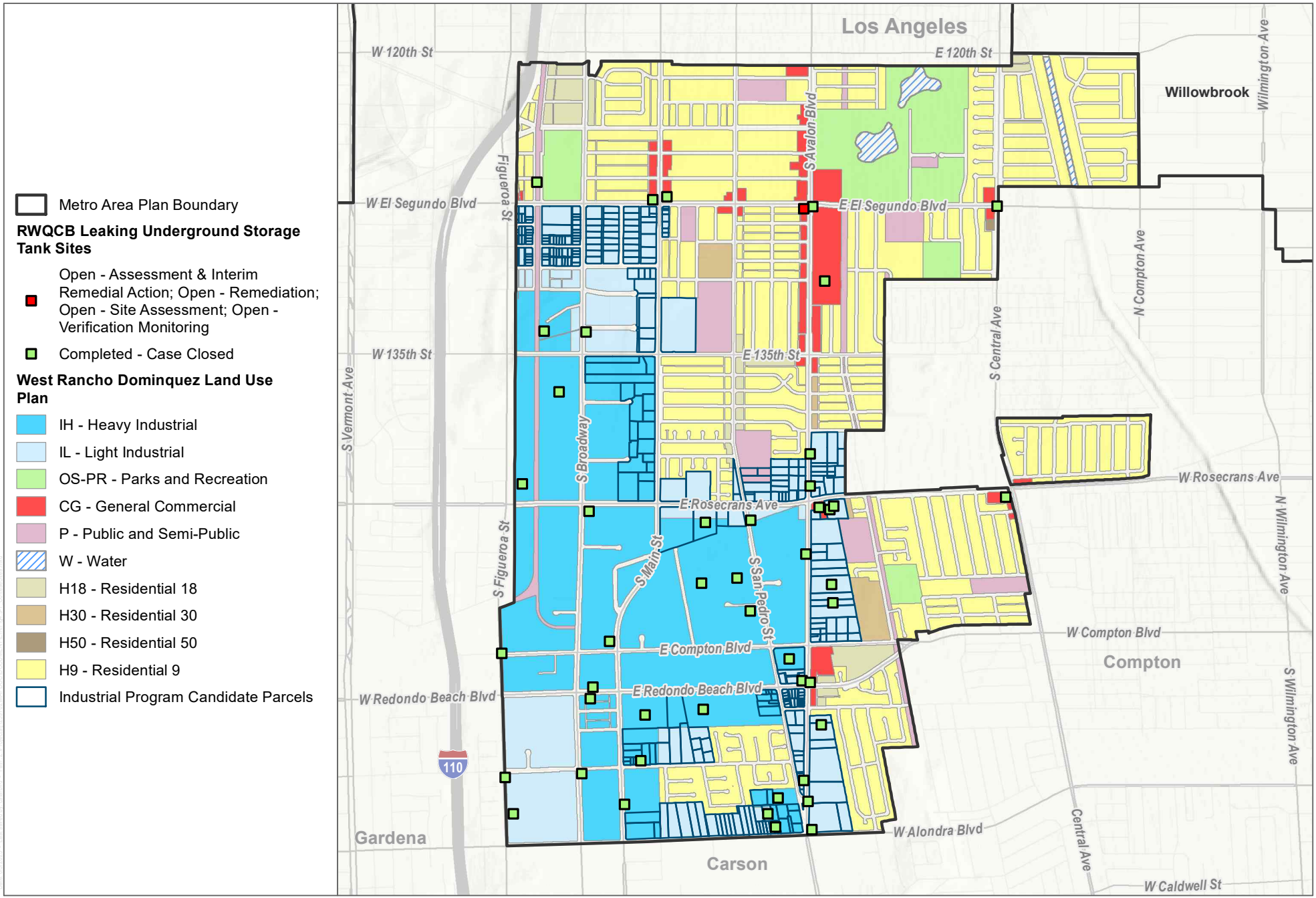

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

FIGURE 4.9-11

Cortese List Sites – West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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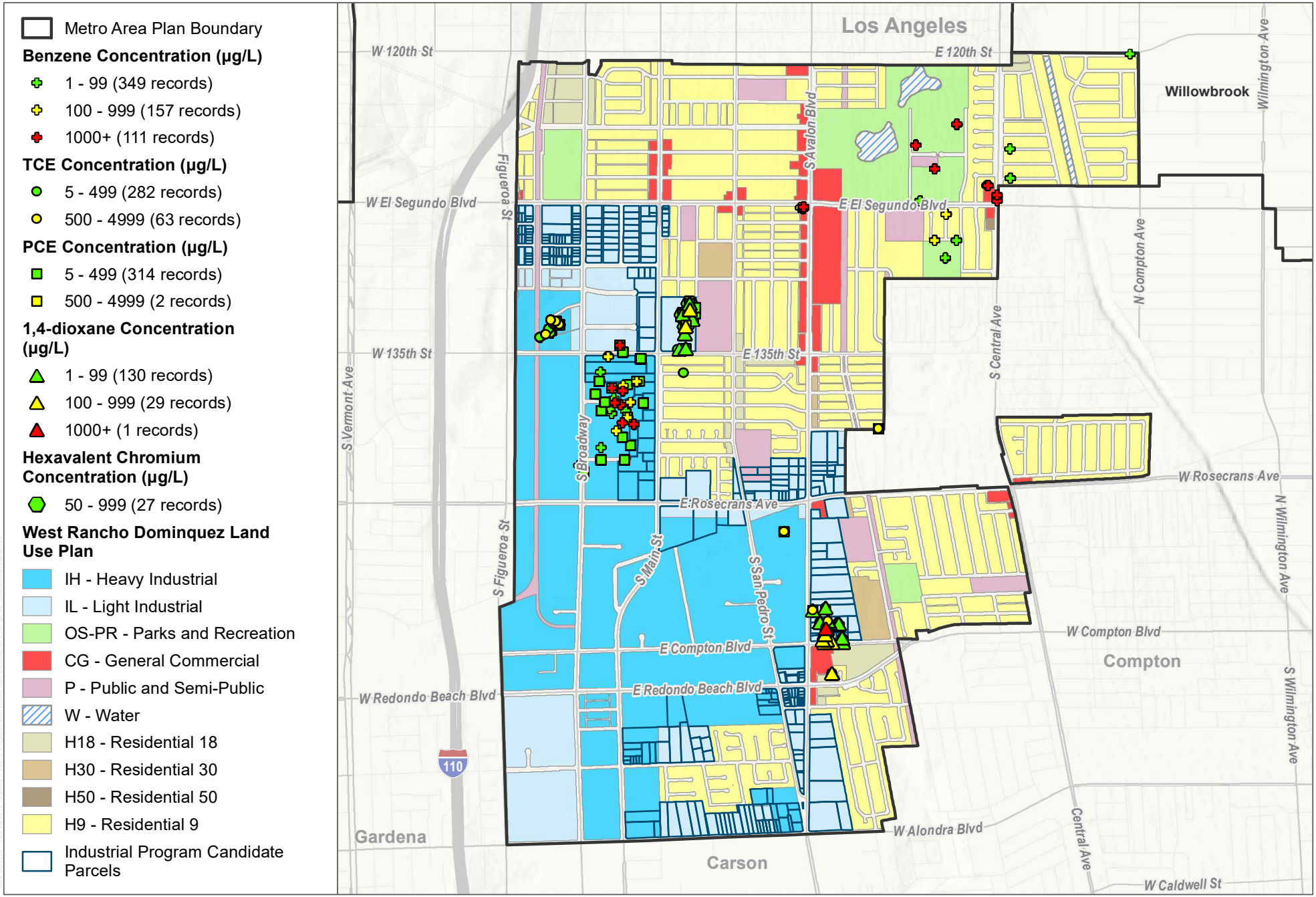

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

FIGURE 4.9-12

Select Contaminants in Groundwater in the Past 10 Years – West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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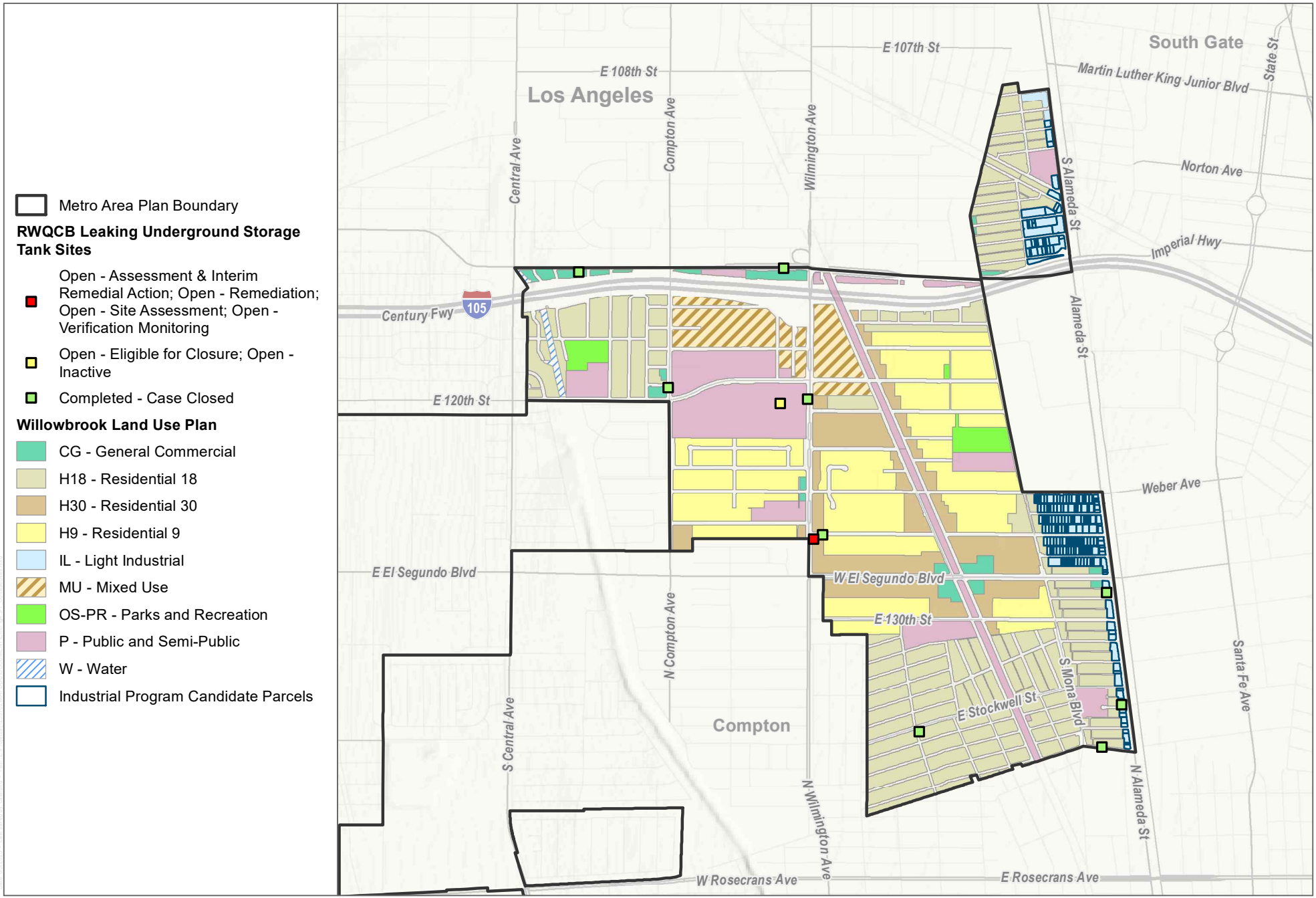

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 1,000 2,000 Feet

FIGURE 4.9-13

Cortese List Sites – Willowbrook

Los Angeles County Metro Area Plan EIR

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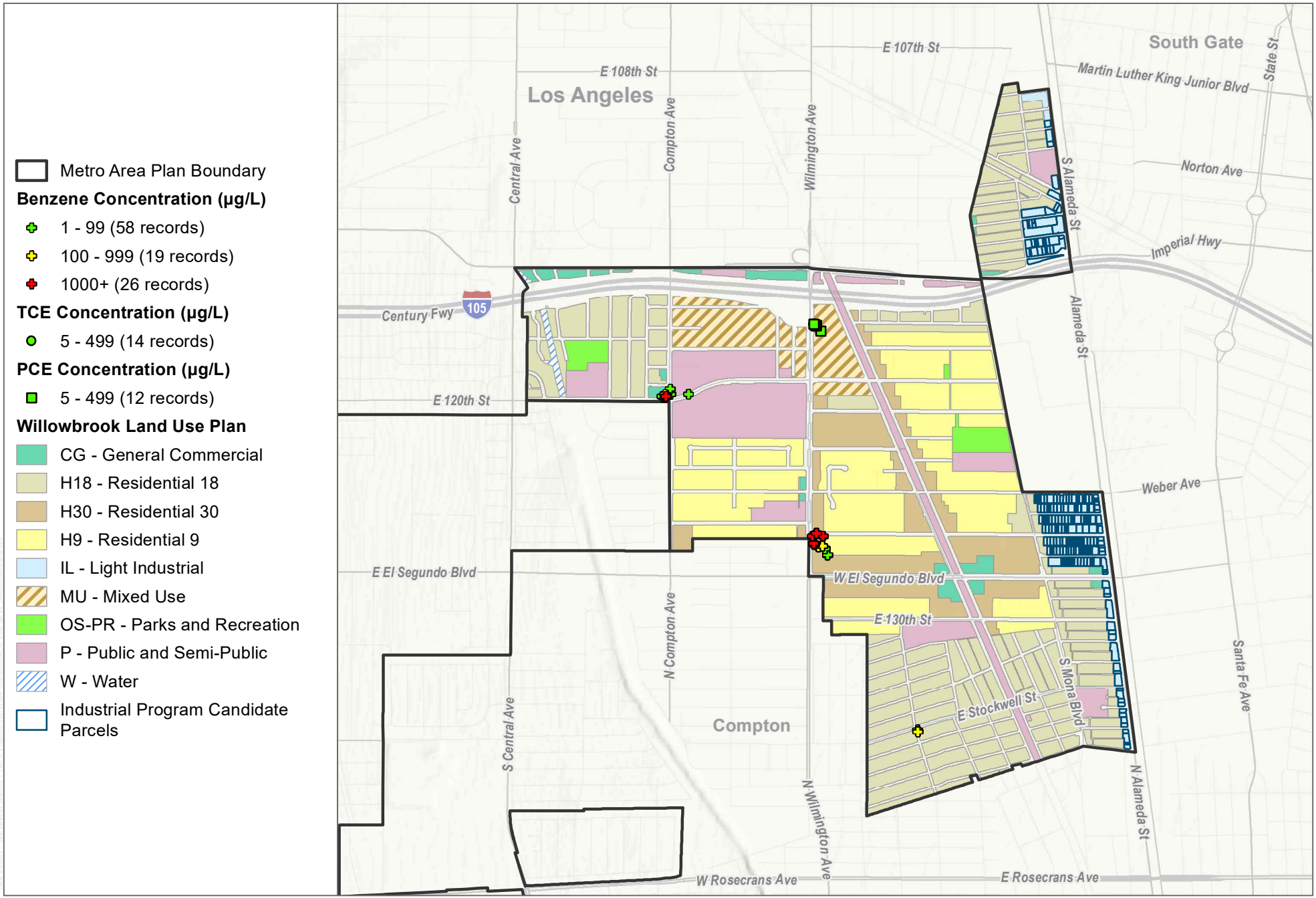

SOURCE: FEMA; Open Street Map 2019; LA County 2021,
Concentration data from State Water Resources Control Board GAMA Groundwater Information System, accessed January 25, 2022

DUDEK

0 1,000 2,000 Feet

FIGURE 4.9-14

Select Contaminants in Groundwater in the Past 10 Years – Willowbrook

Los Angeles County Metro Area Plan EIR

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4.10 Hydrology and Water Quality

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on hydrology and water quality, including impacts related to quality and intensity of stormwater runoff, groundwater supply, groundwater recharge, and flooding, on a programmatic level. A discussion of the existing hydrology and water quality in the Project and surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on County of Los Angeles Department of Regional Planning documents, which in turn are based on publicly available information from the State Water Resources Control Board (SWRCB), Los Angeles Regional Water Quality Control Board (RWQCB), Federal Emergency Management Agency (FEMA), U.S. Army Corps of Engineers (ACOE), Los Angeles County Flood Control District (LACFCD), Water Replenishment District of Southern California, Central Basin Municipal Water District (CBMWD), West Basin Municipal Water District (WBMWD), Los Angeles Department of Water and Power, California Department of Water Resources, and Los Angeles County Department of Public Works (LACDPW).

In addition, the analysis is based, in part, on information provided in the following documents:

Appendix F-1 Drainage System Memorandum, Prepared by Dudek

Appendix F-2 Public Water System Study Memorandum, Prepared by Dudek

Other sources consulted are listed in Section 4.10.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.10.1 Environmental Setting

4.10.1.1 Regulatory Setting

Federal

Clean Water Act

The federal Water Pollution Control Act, or Clean Water Act (CWA) is the principal statute governing water quality. This act establishes the basic structure for regulating discharges of pollutants into the Waters of the United States (U.S.) and provides the U.S. Environmental Protection Agency (EPA) authority to implement pollution control programs, such as setting wastewater standards for industries. The goal of the statute 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.

Section 303(d) of the 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 established in Section 303(d) to serve as pollution controls for these specific pollutants. TMDLs define how much of a specific pollutant/stressor a given water body can tolerate and still meet relevant water quality standards. The RWQCB has developed TMDLs for select reaches of water bodies.

National Pollutant Discharge Elimination System

In compliance with 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 an 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, Non-process 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.

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 post-construction 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 Project area is Order No. R4-2012-0175-A01, issued by the Los Angeles RWQCB in 2012 and amended in 2016. The LACDPW enforces conditions of the MS4 NPDES permit on development and redevelopment projects under Los Angeles County's jurisdiction.

Federal Antidegradation Policy

The Federal Antidegradation Policy (Title 40 Code of Federal Regulations Section 131.12) requires states to develop statewide policies to prevent degradation of water quality and identify methods for implementing those policies. Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at

a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program in order to provide flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The Act also required the identification of all floodplain areas within the U.S. and the establishment of flood-risk zones within those areas. FEMA is the primary agency responsible for administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for preparing Flood Insurance Rate Maps that delineate the areas of known special flood hazards and their risk applicable to the community. The program encourages the adoption and enforcement by local communities of floodplain management ordinances that reduce flood risks. In support of the program, FEMA identifies flood hazard areas throughout the United States on FEMA flood hazard boundary maps.

Federal Guidelines for Emergency Action, FEMA Publication No. 64

These guidelines provide guidance to help dam owners, in coordination with emergency management authorities, effectively develop and exercise Emergency Action Plans for dams. The guidelines encourage (1) the development of comprehensive and consistent emergency action planning to protect lives and reduce property damage and (2) the participation of emergency management authorities and dam owners in emergency action planning.

Federal Guidelines for Dam Safety Risk Management, FEMA Publication No. 1025

These guidelines enable federal agencies to use the general principles of risk management to make risk-informed decisions. The agencies work to develop and maintain consistent application of risk analysis, risk assessment, risk management, and risk communication, using equivalent procedures and tools. Risk estimates typically reflect the risk at a given dam at the snapshot in time when the risk analysis is performed. Risk management includes structural and nonstructural actions on a given dam, as well as activities such as routine and special inspections, instrumented monitoring, structural analyses, site investigations, development and testing of emergency action plans, and many other activities.

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 SWRCB has ultimate control over state water rights and water quality policy. In California, the U.S. 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 RWQCBs, 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 Project area is in the jurisdiction of Los Angeles RWQCB Region 4, which encompasses the Los Angeles and Santa Monica Bay watersheds. The Basin Plan for Region 4, which was adopted in 1995 and most recently amended in June 2021 (Los Angeles RWQCB 2021a), provides 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). Under this Statewide Construction General Permit, discharges of stormwater from construction sites with a disturbed area of 1.0 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 Construction General 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.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the state (e.g., isolated wetlands and groundwater), not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained, and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

California Toxics Rule

The U.S. EPA has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule established acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by each RWQCB as having beneficial uses protective of aquatic life or human health.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—Assembly Bill 1739 (Dickinson), Senate Bill 1168 (Pavley), and Senate Bill 1319 (Pavley)—collectively known as SGMA, which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably, and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial (i.e., medium to high priority) groundwater basins in California.

Assembly Bill 3030 - Groundwater Management Act

In 1992, Assembly Bill 3030 was passed, which increased the number of local agencies authorized to develop a groundwater management plan and set forth a common framework for management by local agencies throughout California. These agencies could possess the same authority as a water replenishment district to "fix and collect fees and assessments for groundwater management" (California Water Code Section 10754), provided they receive a majority of votes in favor of the proposal in a local election (California Water Code Section 10754.3).

California Water Code

The California Water Code includes 22 kinds of districts or local agencies with specific statutory provisions to manage surface water. Many of these agencies have statutory authority to exercise some forms of groundwater management. For example, a Water Replenishment District (California Water Code Section 60000 et seq.) is authorized to establish groundwater replenishment programs and collect fees for that service, while a Water Conservation District (California Water Code Section 75500 et seq.) can levy groundwater extraction fees. Through special acts of the Legislature, 13 local agencies have been granted greater authority to manage groundwater. Most of these agencies, formed since 1980, have the authority to limit export and control some in-basin extraction upon evidence of overdraft or the threat of an overdraft condition. These agencies can also generally levy fees for groundwater management activities and for water supply replenishment.

California Water Code, Division 3. Dams and Reservoirs, Sections 6101–6102

These regulations require dam owners to maintain records of, and to report on, maintenance, operation, staffing, and engineering and geologic investigations and to issue orders as necessary to secure maintenance and operations to safeguard life and property. The owner of a dam, or his agent, shall fully and promptly advise the Department of Water Resources of any sudden or unprecedented flood or unusual or alarming circumstance or occurrence affecting the dam or reservoir. These regulations require the Department of Water Resources to periodically inspect dams and reservoirs for the purpose of determining their safety. If required, the dam owner shall perform work necessary to secure maintenance and operation that will safeguard life and property.

Governor's Office of Emergency Services, California Code of Regulations, Title 19 - Public Safety, Division 2 - Office of Emergency Services, Chapter 2 – Emergencies and Major Disaster, Subchapter 4 – Dam Inundation Mapping Procedures

These regulations were adopted to implement the provisions of Government Code Section 8589.5, which provide the standards for producing and submitting an inundation map, acquiring a waiver from the inundation mapping requirement, and administering the program. These regulations are not applicable to those structures identified as Debris Basins in Department of Water Resources Division of Safety and Dams Bulletin 17-00, dated July 2000. However, these regulations are not intended to limit the authority of the Governor's Office of Emergency Services, or any appropriate public agency, to act under the police power of the state, when necessary, to protect life and property from a threatened or actual dam failure.

Local

Los Angeles County 2035 General Plan

The Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project:

Goal C/NR 5 Protect any useable local surface water resources.

Policy C/NR 5.1 Support the Low Impact Development (LID) philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.

Policy C/NR 5.2 Require compliance by all County departments with adopted MS4, General Construction, and point source NPDES permits.

Policy C/NR 5.3 Actively engage with stakeholders in the formulation and implementation of surface water preservation and restoration plans, including plans to improve impaired surface water bodies by retrofitting tributary watersheds with LID types of BMPs.

Policy C/NR 5.4 Actively engage in implementing all approved Enhanced Watershed Management Programs/Watershed Management Programs and Coordinated Integrated Monitoring Programs/Integrated Monitoring Programs or other County-involved Total Maximum Daily Load (TMDL) implementation and monitoring plans.

Policy C/NR 5.5 Manage the placement and use of septic systems in order to protect nearby surface water bodies.

Policy C/NR 5.6 Minimize point and non-point source water pollution.

Policy C/NR 5.7 Actively support the design of new and retrofit of existing infrastructure to accommodate watershed protection goals, such as roadway, railway, bridge, and other— particularly—tributary street and greenway interface points with channelized waterways.

Goal C/NR 6: Protect any useable local groundwater resources.

Policy C/NR 6.1 Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.

Policy C/NR 6.2 Protect natural groundwater recharge areas and regional spreading grounds.

Policy C/NR 6.3 Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales.

Policy C/NR 6.4 Manage the placement and use of septic systems in order to protect high groundwater.

Policy C/NR 6.5 Prevent stormwater infiltration where inappropriate and unsafe, such as in areas with high seasonal groundwater, on hazardous slopes, within 100 feet of drinking water wells, and in contaminated soils.

The Safety Element of the General Plan provides the following goals and policies potentially relevant to the Project:

Goal S 2 An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.

Policy S 2.1 Discourage development in the County's Flood Hazard Zones.

Policy S 2.2 Discourage development from locating downslope from aqueducts.

Policy S 2.4 Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding.

Policy S 2.5 Ensure that the mitigation of flood related property damage and loss limits impacts to biological and other resources.

Policy S 2.6 Work cooperatively with public agencies with responsibility for flood protection, and with stakeholders in planning for flood and inundation hazards.

The Public Services and Facilities Element of the General Plan provides the following goals and policies potentially relevant to the Project:

Goal PS/F 3 Increased local water supplies through the use of new technologies.

Policy PS/F 3.1 Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.

Policy PS/F 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.

Goal PS/F 4 Reliable sewer and urban runoff conveyance treatment systems.

Policy PS/F 4.1 Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.

Policy PS/F 4.2 Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as Transit Oriented Districts.

Policy PS/F 4.3 Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas.

Policy PS/F 4.4 Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of Hydrology and Water Quality are identified below.

Title 26—Building Code

Requirements for erosion control and water quality for grading activities are set forth in Title 26 of the County Code. NPDES compliance is required for all projects within the Project area. For small residential construction sites with a disturbed, graded area less than 1.0 acre, stormwater pollution control measures/BMPs must be incorporated on the site during construction. Appendix J, Grading, includes various requirements related to hydrology and water quality, including grading requirements and storm water control, flood resiliency, National Pollutant Discharge Elimination System (NPDES) compliance, Erosion and Sediment Control Plans (ESCP), and Storm Water Pollution Prevention Plans (SWPPP).

For all new non-residential projects consisting of a disturbed, graded area less than 1.0 acre, an Erosion and Sediment Control Plan (ESCP), which should include specific BMPs to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants, is required prior to issuance of a grading permit by the County.

In addition to an ESCP, for construction sites with a disturbed, graded area of 1.0 acre or greater, a State SWPPP must be prepared, and a Notice of Intent filed with the SWRCB. Filing of a Notice of Intent and attainment of a Waste Discharge Identification number from the state is necessary for projects of this magnitude prior to issuance of a grading permit by the County. State SWPPPs prepared in accordance with the Construction General Permit can be accepted as ESCPs.

All active grading projects with grading proposed within the rainy season, October 15 through April 15 of each calendar year, must update the ESCP on file with the County annually and have all BMPs installed prior to the beginning of the rainy season or as determined by the County's building official.

Los Angeles County Flood Control District Code

Chapter 21 of the County Flood Control District Code, Stormwater and Runoff Pollution Control, sets forth requirements regulating discharges to Los Angeles County Flood Control District storm drains. The following discharges to County storm drains are prohibited (County Flood Control District Code Sections 21.07 and 21.09):

- Discharges of stormwater containing pollutant concentrations that exceed or contribute to the exceedance of a water-quality standard.
- Non-stormwater discharges unless authorized by an NPDES Permit and by a permit issued by the Chief Engineer.
- Discharges of sanitary or septic waste or sewage from any property or residence, any type of recreational vehicle, camper, bus, boat, holding tank, portable toilet, vacuum truck or other mobile source, or any waste holding tank, container, or device.
- Pollutants, leaves, dirt, or other landscape debris.

Chapter 20.94, Channels, of the County Flood Control District Code has additional requirements for flood resiliency, including County Flood Control District Code Section 20.94.040, which prohibits placing obstructions, refuse and/or contaminating substances in a flood control channel, including within the channel, bed, or on the bank of any river, stream, wash or arroyo (County Flood Control District Code Section 20.94.040).

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 (County of Los Angeles 2014c). 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 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 non-designated projects. For small-scale non-designated 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 non-designated projects (all non-designated residential developments of five units or greater and all nonresidential, non-designated 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 non-designated projects must conduct site assessments 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 LACDPW projects, such as road and flood control projects. The goal of the guidelines is to incorporate sustainable practices into the design, construction, and operation of LACDPW 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 Project 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.

Measure R

Measure R was passed in 2008 to fund transportation projects and programs in the County. Currently approved projects include the Compton Boulevard project in East Rancho Dominguez–slated to begin construction in 2025–which will reconstruct portions of Compton Boulevard and will include stormwater collection and flow improvements along the roadway (County Planning 2022).

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan guides and fosters transit-supportive development around the Metro L Line (formerly Gold Line) stations. The East Los Angeles 3rd Street Specific Plan contain policies relevant to water quality, such as requiring best management practices to improve quality of urban storm water runoff and groundwater recharge (County of Los Angeles 2014a).

Florence Firestone Community Plan. The Florence-Firestone Community Plan would be reorganized and incorporated into the community chapter of the Metro Area Plan. Policies within the Florence-Firestone Community Plan include but are not limited to requirements to mitigate negative impacts to water quality associated with industrial development, to improve infrastructure to support development, to ensure sustainability goals are met for all new County buildings, and to utilize strategies to conserve water (County of Los Angeles 2019a).

Florence Firestone TOD Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) contains development standards related to hydrology and water quality, including but not limited to requirements to minimize stormwater run-off, standards to include infrastructure improvements for new development, and compliance with low-impact development practices (County of Los Angeles 2021a).

Connect Southwest LA: A TOD Specific Plan for West-Athens Westmont. The Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA) would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. The Connect Southwest LA Specific Plan contains goals and policies relevant to hydrology and water quality, such as requirements to incorporate water-efficient design features and practices, to address growth needs and reduction of off-site impacts, to plan for infrastructure improvements (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with implementation of the Project. The Willowbrook TOD Specific Plan includes sustainable design guidelines to reduce water use and protect water quality from run-off (County of Los Angeles 2018).

4.10.1.2 Existing Environmental Conditions

Regional Drainage

Los Angeles River Watershed

As illustrated on Figures 4.10-1, Los Angeles County Watersheds, and 4.10-2, Project Watersheds, the Project area is within the Los Angeles River and Dominguez Channel/Los Angeles Harbor watersheds. The Los Angeles River Watershed 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 the western San Fernando Valley east to the northeast perimeter of the Hollywood Hills at Griffith Park. Major tributaries to the river in the San Fernando Valley include the Pacoima Wash, Tujunga Wash, Burbank Western Channel, and Verdugo Wash. From the Griffith Park area, the river flows south, east of downtown Los Angeles, across the coastal plain, and into San Pedro Bay near Long Beach. Major tributaries to this reach of the Los Angeles River include Arroyo Seco, Rio Hondo, and Compton Creek. The river is hydraulically connected to the San Gabriel River Watershed by the Rio Hondo, through the Whittier Narrows Reservoir. Flows from the San Gabriel River and Rio Hondo merge at this reservoir during large flood events. 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 (LACDPW 2015; Los Angeles RWQCB 2021b).

The Los Angeles River and the Rio Hondo are the primary drainage channels in the Los Angeles River Watershed. The Rio Hondo connects the San Gabriel River at Whittier Narrows Dam to the Los Angeles River in the City of South Gate. Major flood control dams in the watershed include Pacoima Dam, Tujunga Dam, Devil's Gate Dam, Eaton Wash Dam, Santa Anita Dam, Sepulveda Dam, Hansen Dam, and several retention basins near the Sylmar neighborhood in the City of Los Angeles. These dams serve a vital role in flood protection and most also serve a vital water conservation role in the region (County of Los Angeles 2021b).

With the exception of the southwest portions of West Athens-Westmont and West Rancho Dominguez-Victoria, all of the communities within the Project area lie within the Los Angeles River Watershed (see Figure 4.10-2). The Project stormwater infrastructure within the Los Angeles River Watershed is owned by the Los Angeles County Flood Control District; U.S. ACOE, Los Angeles District; and Caltrans, District 7 (Appendix F-1).

Dominguez Channel/Los Angeles Harbor Watershed

The Dominguez Channel/Los Angeles Harbor Watershed spans 133 square miles of southwest Los Angeles County, extending from just north and east of Los Angeles International Airport at its north end to Los Angeles Harbor at its south end (County of Los Angeles 2014b). Most of the watershed is within the Los Angeles Basin; however, the watershed also encompasses north-facing slopes of the Palos Verdes Hills. The Dominguez Channel, the primary drainage channel in the watershed, extends 15 miles from the City of Hawthorne to the Los Angeles Harbor (County of Los Angeles 2021b). The southwest portions of West Athens-Westmont and West Rancho Dominguez-Victoria are within the Dominguez Channel/Los Angeles Harbor Watershed (see Figure 4.10-2). The Project stormwater infrastructure within the Dominguez Channel/Los Angeles Harbor Watershed is similarly owned by the Los Angeles County Flood Control District; U.S. ACOE, Los Angeles District; and Caltrans, District 7 (Appendix F-1).

Water Quality

As discussed above in Section 4.10.1.1, the Basin Plan for RWQCB Region 4, which was adopted in 1995 and most recently amended in June 2021 (Los Angeles RWQCB 2021a), provides 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. Beneficial uses form the cornerstone of water quality protection under the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses. The designated beneficial uses, together with water quality objectives, form water quality standards. Table 4.10-1, Designated Beneficial Uses of Water Bodies, lists beneficial uses of water bodies in the vicinity of the Project area communities.

Table 4.10-1. Designated Beneficial Uses of Water Bodies

Water Body	Designated Beneficial Uses (Potential and Existing)
Los Angeles River Reach 1 (Estuary to Carson Street)	MUN, IND, PROC, GWR, WARM, MAR, WILD, RARE, MIGR, SPWN, SHELL
Los Angeles River Reach 2 (Rio Hondo Reach to Figueroa Street)	MUN, IND, GWR, WARM, WILD
Rio Hondo Reach 1 (Confluence Los Angeles River to Santa Ana Freeway)	MUN, GWR, WARM, WILD
Compton Creek	MUN, GWR, WARM, WILD, WET
Dominguez Channel (lined portion above Vermont Avenue)	NAV, COMM, EST, MAR, WILD, RARE, MIGR, SPWN
Dominguez Channel Estuary (unlined portion below Vermont Avenue)	MUN, WARM, WILD, RARE

Source: Los Angeles RWQCB 2021a
Notes:
COMM – Commercial and sport fishing
EST – Estuarine habitat
GWR – Groundwater recharge
IND – Industrial service supply
MIGR –Migration of aquatic organisms and fish
MUN – Municipal and domestic supply
PROC – Industrial process supply
RARE – Preservation of rare and endangered species
SPWN –Spawning, reproduction, and development
WARM – Warm freshwater habitat
WILD – Wildlife habitat

As discussed in Section 4.10.1.1, Section 303(d) of the 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. Table 4.10-2, TMDLs for Water Bodies in Vicinity of Project area Communities, summarizes impaired water bodies in the vicinity of the Project area communities, with corresponding TMDL approval dates.

Table 4.10-2. TMDLs for Water Bodies in Vicinity of Project Area Communities

Water Body	Impairments	TMDL Approval Date
Los Angeles River Reach 1 (Estuary to Carson Street)	Ammonia	2004
	Cadmium	2005
	Coliform Bacteria	2009
	Copper	2005
	Cyanide	2019
	Diazinon	2019
	Lead	2005
	Nutrients (algae)	2004
	pH	2003
	Trash	2008
	Zinc, dissolved	2005
	Ammonia	2004

Table 4.10-2. TMDLs for Water Bodies in Vicinity of Project Area Communities

Water Body	Impairments	TMDL Approval Date
Los Angeles River Reach 2 (Carson to Figueroa Street)	Coliform Bacteria	2009
	Copper	2005
	Lead	2005
	Nutrients (algae)	2004
	Oil	2019
	Trash	2008
Rio Hondo Reach 1 (Confluence LA River to Santa Ana Freeway)	Coliform Bacteria	2019
	Copper	2005
	Lead	2005
	pH	2004
	Toxicity	2021
	Trash	2008
	Zinc	2005
Compton Creek	Benthic-Macroinvertebrate Bioassessments	2021
	Coliform Bacteria	2009
	Copper	2005
	Lead	2005
	pH	2004
	Trash	2008
Dominguez Channel (lined portion above Vermont Avenue)	Ammonia	2019
	Copper	2019
	Diazinon	2021
	Indicator Bacteria	2007
	Lead	2019
	Toxicity	2021
	Zinc	2019
Dominguez Channel Estuary (unlined portion below Vermont Avenue)	Ammonia	2008
	Benthic Community Effects	2019
	Benzo(a)anthracene	2019
	Benzo(a)pyrene (3,4-Benzopyrene-7-d)	2019
	Chlordane	2019
	Chrysene	2019
	Coliform Bacteria	2007
	DDT (tissue and sediment)	2019
	Dieldrin (tissue)	2019
	Lead	2019
	PCBs	2019
	Phenanthrene	2019
	Pyrene	2019

Table 4.10-2. TMDLs for Water Bodies in Vicinity of Project Area Communities

Water Body	Impairments	TMDL Approval Date
	Sediment Toxicity	2021
	Zinc	2019

Source: SWRCB 2021
Notes:
TMDL Total Maximum Daily Load
PCBs Polychlorinated biphenyls
DDT Dichlordiphyneltrichloroethane

In accordance with existing, approved County implementation programs (e.g., green street and green alley projects, including the West-Vermont Avenue Green Alley Project) the County will continue to construct green stormwater infrastructure in appropriate Project-area locations, which incorporates vegetation (e.g., perennials, shrubs, trees), soil, and other engineered systems (e.g., permeable pavers) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023). In addition, the Los Angeles County Department of Parks and Recreation has approved plans to construct several new parks, including the 92nd Street Linear Park, a 5.5-acre park in Florence-Firestone anticipated to be completed in 2023. Other approved parks or park improvement projects include Walnut Park Pocket Park (Walnut Park), 95th & Normandie Pocket Park (West Athens-Westmont), and the Salazar Park Parkwide Modernization project (East Los Angeles). By added new green infrastructure and other green spaces (i.e., vegetation and other pervious surface area in park spaces), these approved programs will incrementally improve the drainage and water quality conditions of the Project area.

Groundwater

The Project area overlies the Central Basin of the Coastal Plain of Los Angeles Groundwater Basin, which is composed of four groundwater subbasins: the Santa Monica, Hollywood, West Coast, and Central subbasins, as shown on Figure 4.10-3, Central Basin and West Coast Basin. The Central Basin encompasses 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. 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 also been delivered for recharge in the Montebello Forebay since 1962 (WRD 2016).

In the West Coast Basin, aquifers are generally confined and receive the majority of their natural replenishment from adjacent groundwater basins or from the Pacific Ocean (seawater intrusion). Both the Newport-Inglewood Uplift and the Charnock Fault (in the West Coast Basin) are partial barriers to groundwater flow, causing differences in water levels on opposite sides of each fault system. Groundwater flows between the West Coast and Central groundwater basins based on the groundwater elevations on either side of the Newport-Inglewood Uplift. Most of the groundwater in the West Coast and Central basins remains at an elevation below sea level due to historic over-pumping, so maintaining the seawater barrier wells to keep out the intruding saltwater is of vital importance (WRD 2016).

Groundwater Supply

Prior to the adjudication of groundwater rights in the early 1960s, annual production (pumping) reached levels as high as 292,000 acre-feet (AF) in the Central Basin and 94,000 AF in the West Coast Basin. This was more than double the 173,400 AF of natural safe yield of the basins determined by the Department of Water Resources in 1962. The "natural safe yield" is the amount that can be withdrawn from the aquifer without adverse effect, assuming natural replenishment of the aquifer generally from runoff and precipitation. Due to this serious overdraft, water levels declined, groundwater was lost from storage, and seawater intruded into the coastal aquifers. To remedy this problem, the courts adjudicated the two basins to limit pumping. The current amount allowed to be pumped from both basins in total is 281,835 acre-feet per year (AFY) (WRD 2016).

Prior to recent Judgment (i.e., adjudication) amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central Basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions.

After several challenges to these motions, final decisions on the amendments were rendered on December 23, 2013 (Central Basin) and December 5, 2014 (West Coast Basin).

SGMA groundwater basin designations do not apply to the adjudicated Central and West Coast groundwater basins. Rather, the Water Replenishment District of Southern California (WRD) regulates these basins. The WRD was created in 1959, primarily out of cooperation between the West Coast Basin Water Association and the Central Basin Water Association, with the directive to facilitate artificial replenishment of the two basins as a means of eliminating groundwater overdraft and halting seawater intrusion. As the regional groundwater management agency for West Coast and Central Subbasins, two of the most utilized groundwater basins in the state of California, the WRD plays an integral role in overall water resource management in southern Los Angeles County. The WRD manages groundwater for nearly four million residents in 43 cities of southern Los Angeles County. The 420 square mile service area uses about 250,000 AFY of groundwater, which equates to nearly 40 percent of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles (Appendix F-2).

Retail Water Purveyors

The Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the CBMWD and WBMWD. The CBMWD in turn wholesales potable water to six of the seven Project area communities, as shown on Figure 4.10-4, Wholesale and Retail Water Purveyors. CBMWD does not serve potable water to the West Athens-Westmont community. CBMWD is the wholesaler for four retail water purveyors within the Project area, including the California Water Service Company (Cal Water), Golden State Water Company, Liberty Utilities, and Walnut Park Mutual Water Company. Each of these retail purveyors derive a portion of their water supply from groundwater from the West Coast and Central groundwater basins. WBMWD wholesales water to two of the seven Project area communities, including West-

Athens-Westmont and West Rancho Dominguez-Victoria (Appendix F-2). Approximately 19 percent of WBMWD's water supply is derived from groundwater from the West Coast Groundwater Basin (WBMWD 2022).

Groundwater Quality

Groundwater quality reflects current and historical land uses. As a highly urban area, commercial and industrial activities have resulted in groundwater contamination due to leaking aboveground and underground storage tanks, leaking sewer and oil pipelines, spills, and illegal discharges.[1] 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 interfingered, the quality of groundwater in the deeper production aquifers is threatened by the migration of pollutants from the upper aquifers (WRD 2016). See Section 4.9, Hazards and Hazardous Materials, of this Recirculated Draft PEIR for additional information pertaining to potentially contaminated groundwater.

Between the 1900s and 1950s, the availability of groundwater for municipal use was an important factor in urbanization within the Central and West Coast groundwater basins. As development proliferated, excessive over-pumping 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. The Central Basin includes the Alamitos Gap Seawater Intrusion Barrier (see Figure 4.10-2), which utilizes treated imported water along with advanced water treatment recycled water (WRD 2016). Similarly, the West Coast Basin includes the West Coast Basin Barrier and Dominguez Gap Barrier.

In general, groundwater is of good quality in the main producing aquifers of the Central and West Coast 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. Contaminated groundwater plumes are well documented by the Los Angeles RWQCB and U.S. Environmental Protection Agency. Water purveyors in the Central and West Coast groundwater basins restrict recharge activities that may create an increased driver for contaminant migration (WRD 2016).

Flooding

FEMA determines floodplain zones in an effort to assist cities in mitigating flooding hazards through land use planning, and outlines specific regulations for any construction within a 100-year floodplain. A 100-year floodplain is an area that has a 1 percent chance of being inundated during a 12-month period. The 100-year floodplain has been established as the base flood for purposes of floodplain management measures. As illustrated in Figure 4.10-

[1] As discussed above under "Water Quality," the approved green infrastructure improvements and park projects could reduce pervious surface area and filter runoff. In additional to improved surface water quality and drainage conditions, these planned improvements could directly (e.g., through increased percolation) or indirectly (e.g., through reduced contaminated runoff) contribute to improved groundwater quality/recharge conditions.

5, Flood Hazard Zones, 100-year flood plains are not present within any of the Project area communities. While East Rancho Dominguez is adjacent to a 100-year flood plain (as shown in Figure 4.10-5), the community is also shown on FEMA maps to be in area of reduced flood risk due to levees (specifically the Los Angeles River levees) (FEMA 2022).

The County has established Los Angeles County Capital Flood Severe Flood Hazard Areas (Capital Flood Areas), which, in addition to the FEMA Flood Hazard Zones, identify potential severe flood hazard areas. A Capital Flood is the runoff produced by a 50-year frequency rainfall storm, which is a storm with a 2 percent chance of being equaled or exceeded in any year. The County Capital Flood Areas and FEMA's Flood Hazard Zones maps are used to regulate development, including but not limited to activities requiring building and grading permits, within the Capital Flood Areas. No Capital Flood Areas are located within Project area communities (LACDPW 2021).

The Project area communities are far enough away from the Pacific Ocean that they are not susceptible to tsunamis. Water inundation caused by catastrophic failure of any of the 103 dams in Los Angeles County can devastate large areas and threaten residences and businesses. The Division of Safety of Dams of the California Department of Water Resources has jurisdiction over large dams throughout the State and enforces strict safety requirements and annual inspections. Additionally, dam inundation areas have been mapped by dam owners and submitted to the California Office of Emergency Services (Cal/OES) to ensure effective emergency planning and adequate preparations in the event of a catastrophic event (County of Los Angeles 2015).

The only dam located upstream of any of the Project area communities is the Whittier Narrows Dam, which is a flood control dam at the confluence of the San Gabriel River and Rio Hondo, upstream of East Rancho Dominguez. This dam does not permanently store water and is not listed by the Division of Safety of Dams as a dam with an associated inundation zone (California DWR Division of Safety of Dams 2021). However, the Whittier Narrows Dam, which is operated by the U.S. ACOE, is being modified to remediate potential internal erosion and potential catastrophic failure associated with a rare to very rare flood event. A rare flood event refers to an event with a return period of 100 to 1,000 years and a very rare flood event refers to an event with a return period of 1,000 to 10,000 years. A Risk Management Plan has been developed in association with a U.S. ACOE Dam Safety Modification Study for this 16,690-foot long earthen dam. Based on the Dam Safety Modification Study, the U.S. ACOE determined that the Whittier Narrows Dam does not meet the agency's tolerable risk guidelines with respect to the annual probability of failure and the societal incremental life safety risk. Dam improvements have been proposed to reduce the incremental risk to the downstream public to tolerable levels, which are defined as below the U.S. ACOE's guidelines for tolerable risk (U.S. ACOE 2019).

Local Hydrology

The following is a summary of the hydrology and water quality conditions specific to each community within the Project area. With the exception of hillside open space areas of the Repetto Hills in the northern portion of East Los Angeles, the Project communities are completely developed and urbanized, occupied by residential, commercial, retail, and industrial land uses. With the exception of the Repetto Hills, in which the topography is locally steep, the topography in the Project communities is gently sloping to the south.

East Los Angeles

East Los Angeles is in the Los Angeles River Watershed (see Figure 4.10-2). Stormwater within the East Los Angeles community flows primarily into ten LACFCD storm drains, as shown on Table 4.10-3, East Los Angeles Storm Drain Outlets and in Figure 4.10-6, Existing Storm Drain System, East Los Angeles.

Table 4.10-3. East Los Angeles Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Fowler St at North Indiana St	South
East Cesar E Chavez Ave at North Indiana St	West then South
North Indiana St between Michigan Ave and East 1st St	West
Union Pacific Ave at South Alma Ave	South
South Sydney Dr at Dunham St	South
Telegraph Rd at South Duncan Ave	South
Ferguson Dr at South Gerhart Ave	West
Ferguson Dr East of Elton Ave	South
East Olympic Blvd East of South Concourse Ave	East
Via San Delarro St at Simmons Ave	Southeast

Source: Appendix F-1

East Rancho Dominguez

East Rancho Dominguez is in the Los Angeles River Watershed (see Figure 4.10-2). Stormwater within the East Rancho Dominguez community flows primarily into two LACFCD storm drains, as shown in Table 4.10-4, East Rancho Dominguez Storm Drain Outlets and on Figure 4.10-7, Existing Storm Drain System, East Rancho Dominguez.

Table 4.10-4. East Rancho Dominguez Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Los Angeles River East of San Carlos St	East to Southwest
South Temple Ave at East Josephine Ct	Southeast

Source: Appendix F-1

Florence-Firestone

Florence-Firestone is in the Los Angeles River Watershed (see Figure 4.10-2). The storm drainage system consists of a combination of public and privately maintained channels, including a majority of segments that are maintained by LACFCD, 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 four LACDPW storm drains are listed in Table 4.10-5, Florence-Firestone Storm Drain Outlets, and illustrated in Figure 4.10-8, Existing Storm Drain System, Florence-Firestone (County of Los Angeles 2021b).

Table 4.10-5. Florence-Firestone Storm Drain Outlets

Success Ave at East 103rd St	South
East 97th St at Croesus Ave	South
Santa Fe Ave at Sale Pl	Southeast
Santa Fe Ave at Cudahy St	East

Source: Appendix F-1

Walnut Park

Walnut Park is in the Los Angeles River Watershed (see Figure 4.10-2). Stormwater within the Walnut Park community flows primarily into two LACFCD storm drains, as shown in Table 4.10-6, Walnut Park Storm Drain Outlets and on Figure 4.10-9, Existing Storm Drain System, Walnut Park.

Table 4.10-6. Walnut Park Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Santa Fe Ave at Ardmore Ave	Southeast
Mountain View Ave at Santa Ana St	South then East

Source: Appendix F-1

West Athens-Westmont

The northeast portion of the West Athens-Westmont community is in the Los Angeles River Watershed and the southwest portion is in the Dominguez Channel\Los Angeles Harbor Watershed (see Figure 4.10-2). Stormwater within the West Athens-Westmont community flows primarily into seven storm drains, as shown in Table 4.10-7, West Athens-Westmont Storm Drain Outlets and on Figure 4.10-10, Existing Storm Drain System, West Athens-Westmont). All but the Anderson Wash tributary (which is owned by Caltrans), is owned by LACFCD.

Table 4.10-7. West Athens-Westmont Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
West 91st St at South Vermont Ave	East
West 97th St at Vermont Ave	East
West Century Blvd at Vermont Ave	East
West 103rd St at Vermont Ave	East
West El Segundo Blvd at Berendo Ave	Southwest
South Western Ave at West El Segundo Blvd	South
Anderson Wash Tributary to Dominguez Channel South of Loganside Dr	Southwest

Source: Appendix F-1

West Rancho Dominguez-Victoria

The northeast portion of the West Rancho Dominguez-Victoria community is in the Los Angeles River Watershed and the southwest portion is in the Dominguez Channel\Los Angeles Harbor Watershed (see Figure 4.10-2). Stormwater within the West Athens-Westmont community flows primarily into eight storm drains, as shown in Table 4.10-8, West Rancho Dominguez-Victoria Storm Drain Outlets and on Figure 4.10-11, Existing Storm Drain System, West Rancho Dominguez-Victoria. All but the Compton Creek storm drain outlet (which is owned by the U.S. ACOE), is owned by LACFCD.

Table 4.10-8. West Rancho Dominguez-Victoria Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Compton Creek near West El Segundo Blvd	Southeast
134th St at McKinley Ave	East

Table 4.10-8. West Rancho Dominguez-Victoria Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
West Rosecrans Ave at South Parmelee Ave	East
East Darlan St between McKinley Ave and South Stanford Ave	South
South Avalon Blvd at East Alondra Blvd	Southeast
South Figueroa St at West Alondra Blvd	South
South Figueroa St South of West 135th St	West to South
South Main St at East 120th St	North

Source: Appendix F-1

Willowbrook

Willowbrook is in the Los Angeles River Watershed (see Figure 4.10-2). Stormwater within the Willowbrook community flows primarily into five storm drains, as shown in Table 4.10-9, Willowbrook Storm Drain Outlets and on Figure 4.10-12, Existing Storm Drain System, Willowbrook. All but the Compton Creek storm drain outlet (which is owned by the U.S. ACOE), is owned by LACFCD.

Table 4.10-9. Willowbrook Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Compton Creek near East 120th St	Southeast
Compton Ave North of West El Segundo Blvd	South to West
Wilmington Ave at West El Segundo Blvd	South
Aranbe Ave at West Pear St	South to West
North Mona Blvd at East Oris St	South

Source: Appendix F-1

4.10.2 Environmental Impacts

4.10.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.10.1.1) in determining whether implementation of the Project, including the additional housing, Accessory Commercial Units (ACUs), and Industrial Land Use Strategy Program (Industrial Program) (summarized below in Section 4.10.2.3,

Land Use Changes, Programs, and Policies), 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 Project area communities. The analysis considers the existing regulatory requirements related to hydrology and water quality that prohibit the contamination of receiving water bodies and provides protection of surface waters and groundwater supplies.

Impacts associated with potential increased stormwater runoff have been evaluated, based in part on the Drainage Memorandum, included as Appendix F-1. Drainage impacts have been evaluated with consideration of existing regulatory requirements, as specified in the Los Angeles County LID Standards Manual and LACDPW Green Infrastructure Guidelines, which are designed to lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other waterbodies. Impacts to groundwater supplies have been evaluated based on the Public Water System Memorandum, included as Appendix F-2.

4.10.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to hydrology and water quality are listed below. A project may have a significant impact if it would:

Threshold 4.10-1: Violate any water-quality standards or waste-discharge requirements.

Threshold 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Threshold 4.10-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course 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:

i. Result in substantial erosion or siltation on- or off-site.

ii. Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site?

iii. 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.

iv. 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.

Threshold 4.10-4: 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.

Threshold 4.10-5: Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84).

Threshold 4.10-6: 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).

Threshold 4.10-7: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

Threshold 4.10-8: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.10.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Metro Area Plan (County of Los Angeles 2023). would encourage future development in a manner consistent with the Metro Area Plan, which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for 30,968 additional dwelling units. The sites affected are currently zoned and/or designated as residential or commercial, and nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e in Chapter 3 of this Recirculated Draft PEIR). The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. An aerial review indicates that a small number of parcels (approximately less than 5) are currently vacant and each of these is less than one acre in size.
2. Accessory Commercial Uses (ACUs)– The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 parcels (approximately 3.8% of all residentially zoned corner lots) in the Project area may develop ACU's. The ACUs would be an accessory use to a primary residence and would be restricted to neighborhood-scale, community-serving uses. An aerial review indicates that nearly all parcels affected by the proposed ACU amendment are currently occupied by existing development.

1. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figures 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space, or areas that otherwise contain a significant amount of unpaved, pervious surface area. Instead, the Project proposes changes to development type/intensity (e.g., from commercial to mixed-use and residential to denser residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Similarly, the Industrial Program only identifies candidate parcels that already support industrial development and/or are zoned/designated for industrial use. Development facilitated by the Project would predominantly consist of infill development within previously disturbed or developed parcels or candidate parcels.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of hydrology and water quality, listed in Section 4.10.1.1, above.

Areawide Goals and Policies

Goal LU 7 Industrial uses are good neighbors and minimize negative impacts on proximate uses.

Policy LU 7.1 Improvements to Minimize Industrial Impacts. Enforce the requirements of the Green Zones Program, which requires improvements to the operations of industrial uses to reduce environmental impacts.

Goal M 3 Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy M 3.3 Curbside Management. Prioritize reliable transit and safe bicycling infrastructure, followed by other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, small public spaces as well as on-street parking to better manage the various demands on the urban curb.

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR 3.2 Urban Greening. Implement greening through County projects, such as new and upgraded parks, vegetation, and green roofs and walls on public facilities.

Policy S/CR 3.4 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of hydrology and water quality.

4.10.2.4 Impact Analysis

Threshold 4.10-1 Would the project violate any water-quality standards or waste-discharge requirements?

Construction

This impacts analysis does not assess the project-specific construction details of future development within the Project area. Rather, Project impacts are evaluated here at the programmatic level in consideration of reasonably foreseeable impacts resulting from the Project. Future development would typically include demolition of existing structures, site grading, and new 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.

The Metro Area Plan includes goals and policies that aim to improve water quality and, if implemented through future development, could minimize hydrologic hazards and impacts, including the following: Goals LU 7, M 3, HW/EJ 2, and S/CR 3; and Policies LU 7.1, M 3.3 (Curbside Management), HW/EJ 2.1 (Convert Underutilized Spaces), S/CR 3.2 (Urban Greening), and S/CR 3.4 (Green Alleyways), included above in Section 4.10.2.3, Land Use Changes, Programs, and Policies. As detailed in Section 4.10.1.1, Regulatory Setting, there are existing federal, state, and local policies and regulations in place to identify, assess impacts to, and protect water quality in the Project area. Because each future development project pursuant to implementation of the Project 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 Project area (Reaches 1 and 2 of the Los Angeles River, Compton Creek, Rio Hondo, Dominguez Channel, and Dominguez Channel Estuary) are impaired for several pollutants, as shown above in Table 4.10-2, compliance with the NPDES Construction General Permit would substantially reduce the potential for pollutants from future construction sites to exacerbate the current impairment of downstream receiving waters.

Each future development project would be assessed individually to ensure compliance with applicable County standards and 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 would be customized for each individual project, but could include erosion control, sediment control, waste management, and post-construction LID features, 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 be required to implement the BMPs specified in an ESCP, as required in the County of Los Angeles Grading Code. As a result, construction impacts related to water quality standards or waste discharge requirements would be adequately addressed through compliance with existing regulations. Further, for from implementation of the Project would be less than significant.

Operations

As described above in Section 4.10.1.2, Existing Environmental Conditions the receiving waters of the Project area are impaired by several pollutants. Future Project-facilitated development would include residential, mixed use, commercial, and industrial uses. Pollutants associated with these land uses typically include sediments, trash, petroleum products, metals, and chemicals.

Design of future projects must adhere to the County LID Standards Manual, which requires 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) of the estimated SWQDv. If retention of the SWQDv is not technically feasible, future designated projects would be required to treat the SWQDv prior to its release or contribute to groundwater recharge. Large-scale non-designated projects would implement stormwater quality control measures to retain the project-related change in SWQDv and small-scale non-designated 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 a developed site and contaminating receiving waters would be minimized.

Compliance with regulations and implementation of LID practices per Los Angeles RWQCB MS4 requirements and LACDPW Green Infrastructure Guidelines would minimize pollutants being transported off site into downstream receiving waters from the reasonably foreseeable future development of residential, commercial, and industrial uses in the Project area. As a result, future projects implemented under the Metro Area Plan would not violate water quality standards or waste discharge requirements and impacts would be less than significant.

Threshold 4.10-2 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?

Groundwater Supplies

As detailed in Table 4.10-10, Projected Increase in Water Demand, the Project would facilitate new land uses that would result in a total increase in population and employees of 112,081 people, based on 30,968 new dwelling units, 1,124,731 additional square feet of cleaner industrial building area, and 106 new ACUs. As a result, the estimated water usage associated with this growth would increase by approximately 9.08 million gallons per day (mgd), or approximately 10,180 AFY, a 36 percent increase over existing conditions.

In the Project area, MWD provides water to the CBMWD and WBMWD. The CBMWD in turn wholesales potable water to six of the seven Project area communities, as shown in Figure 4.10-4. CBMWD does not serve potable water to the West Athens-Westmont community. CBMWD is the wholesaler for four retail water purveyors within the Project area, including Cal Water, Golden State Water Company, Liberty Utilities, and Walnut Park Mutual Water Company. Each of these retail purveyors derive a portion of their water supply from groundwater from the West Coast and Central groundwater basins. WBMWD wholesales water to two of the seven Project area communities, including West-Athens-Westmont and West Rancho Dominguez-Victoria. Approximately 19 percent of WBMWD's water supply is derived from groundwater from the West Coast Groundwater Basin.

According to Table 2-5 of MWD's 2020 Urban Water Management Plan, MWD is projected to have a 704,000 AFY multiple dry year surplus in 2035 within its service area. The increase of 10,180 AFY (9.08 mgd) as a result of the

Project constitutes 1.4 percent of MWD's projected dry year surplus. While it is not possible to fully evaluate the future supply condition without also understanding the total potential increase in demand across all of MWD's service area, given that the Project area estimated water usage increase would constitute less than 2 percent of MWD's projected 2035 surplus and MWD can deliver water to the entire Project area, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area's water demand increase at Project buildout (Appendix F-2).

Table 4.10-10. Projected Increase in Water Demand

MAP Community	Increase in Residential Population through 2035[1]	Increase in Industrial[2] Employees	Increase in ACU[3] Employees	Total Increase in Population and Employees[4]	Est. Increased Average Water Demand (mgd)[5]
East Los Angeles	19,905	1,168	67	21,139	1.71
East Rancho Dominguez	8,666	-	12	8,678	0.70
Florence-Firestone	33,331	971	67	34,368	2.78
Walnut Park	19,541	-	5	19,546	1.58
West Athens-Westmont	8,785	-	8	8,793	0.71
West Rancho Dominguez-Victoria	18,081	1,157	12	19,249	1.56
Willowbrook	81	220	7	308	0.02
Plan Area Total	**108,390**	**3,515[6]**	**176[7]**	**112,081**	**9.08[8]**

Source: Appendix F-2

Notes:

1 Increased population values estimated based on the housing element allocation of the proposed project multiplied by the estimated 3.5 persons per household (PPH) for each parcel area. The 3.5 PPH calculation is borrowed from the County's Program EIR for the recently adopted General Plan Housing Element update. The 3.5 PPH average reflects the anticipated PPH after full implementation of the plans, policies, and programs set forth by the Housing Element (2021), which is aimed at alleviating overcrowding within the Metro Planning Area's seven communities.

2 Industrial-related employment refers to net new workers generated by new uses on candidate parcels identified under the Industrial Program's LSP and M-0.5 zones, such as cleantech, biotech, and custom manufacturing facilities.

3 ACUs include corner markets, cafes, or in-home businesses.

4 Numbers may not sum precisely due to rounding.

5 Value estimated based on average 2020 per capita water demand from Table 1 of 81 gpcd.

6 Plan Area Total is not 3,516 employees due to rounding.

7 Plan Area Total is not 178 employees due to rounding.

8 Plan Area Total is not 9.06 mgd due to rounding.

In addition, as discussed in Section 4.10.1.2, Existing Environmental Conditions, the West Coast and Central groundwater basins are adjudicated basins. The current amount allowed to be pumped from both basins in total is 281,835 AFY. Prior to recent Judgment amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central Basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are

matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions.

Because groundwater withdrawals from the West Coast and Central groundwater basins 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 anticipated Project-related growth to substantially impact the groundwater aquifers. In addition, as discussed above, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area's water demand increase at Project buildout. As a result, the Project would not substantially decrease groundwater supplies such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

Groundwater Recharge

As described above, the Central Basin underlies the Project area. With the exception of the Repetto Hills portion of East Los Angeles, which includes undeveloped, unpaved hillside areas, the Project area is predominantly developed and therefore has limited groundwater recharge potential. 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. In addition, no new development would occur on the vacant hillside areas in East Los Angeles under the Project. Therefore, the Project would not reduce the groundwater recharge potential of the area and impacts would be less than significant.

Threshold 4.10-3(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course 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?

No Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area communities. Streams and rivers would not be altered as a result of future development within the Project area communities. Because the area is predominantly developed with impervious surfaces, future development completed in accordance with the Project is expected to generate little or no increase in runoff to the existing stormwater drainage system. The County LID Standards Manual and Green Infrastructure Guidelines require the use of stormwater control measures to reduce the potential for increased runoff and associated erosive scour and siltation of on- or off-site water bodies. These measures include the use of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality measures. Because many, if not most, of the individual existing Project sites to be redeveloped as part of the Project currently lack drainage improvements that are in compliance with the County LID Standards Manual and Green Infrastructure Guidelines, Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream erosive scour. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in substantial erosion or siltation, on- or off-site. Impacts would be less than significant.

Threshold 4.10-3(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course

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, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site?

As indicated for Threshold 4.10-3(i), future development completed in accordance with the Project is expected to generate little or no increase in runoff to the existing stormwater drainage system. Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in flooding on- or off-site. Impacts would be less than significant.

Threshold 4.10-3(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course 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 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?

As indicated for Thresholds 4.10-3(i) and (ii), Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding and adverse water quality impacts. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in exceedance of the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Threshold 4.10-3(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course 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?

As indicated for Thresholds 4.10-3(i), (ii), and (iii), no Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area communities. As a result, future development in accordance with the Project would not expose existing housing or other insurable structures to a significant risk of loss or damage involving flooding. No impacts would occur.

Threshold 4.10-4 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?

As indicated for Thresholds 4.10-3(iv), no Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area communities. The only dam located upstream of any of the Project area communities is the Whittier Narrows Dam. This dam does not permanently store water and is not listed by the Division of Safety of Dams as a dam with an associated inundation zone. The Whittier Narrows Dam is being modified to remediate potential internal erosion and potential catastrophic failure associated with a rare to very rare flood event. Based on a Dam Safety Modification Study, the U.S. ACOE determined that the Whittier Narrows Dam does not meet the agency's tolerable risk guidelines with respect to the annual probability of failure. As a result, dam improvements have been proposed to reduce the incremental risk to the downstream public to tolerable levels. Nevertheless, future development in accordance with the Project would not place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements. Flood related impacts would be less than significant.

Threshold 4.10-5 Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

The Los Angeles County LID Ordinance incorporates design strategies using naturalistic, on-site BMPs for new development to reduce impacts to stormwater quality and quantity. All designated, non-designated, street and road construction, and single-family hillside home projects within the unincorporated areas of Los Angeles County, including in the Project area communities, 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 Project would be required to adhere to the ordinance as applicable. As a result, the Project would not conflict with the Los Angeles County LID Ordinance and no impacts would occur.

Threshold 4.10-6 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)?

The Project area communities are served by existing public sanitary sewers. No on-site wastewater treatment systems are proposed as part of the Project. In addition, on-site wastewater treatment systems would not be allowed in these urbanized areas. Therefore, no impact would occur with respect to use of on-site wastewater treatment systems.

Threshold 4.10-7 In a flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As previously discussed, the Project area communities are not in a flood hazard or tsunami zone. No large open bodies of water, such as reservoirs or lakes, are located within the Project area communities. Therefore, future development under the Project would not be subject to seiche inundation during an earthquake. As a result, future development completed under the Project would not risk release of pollutants due to project inundation and no impacts would occur.

Threshold 4.10-8 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As previously described in Threshold 4.10-1, construction activities on future redevelopment sites in excess of 1.0 acre would be required to comply with the NPDES Construction General permit that would include typical BMPs for erosion control, sediment control, and waste management. Similarly, future redevelopment sites less than 1.0 acre would be required to implement the BMPs specified in an ESCP, as required in the County of Los Angeles Grading Code. Operational activities associated with future development projects of the Project would be required to meet MS4 permit requirements through compliance with the County LID Standards Manual.

With respect to sustainable groundwater management, SGMA groundwater basin designations do not apply to adjudicated basins. As discussed in Section 4.10.1.2, Existing Environmental Conditions, and in Threshold 4.10-2, several retail water purveyors that supply water to the Project areas have pumping rights to obtain groundwater from the Central and West Coast groundwater basins. These pumping rights were established as part of the adjudication of these basins. Because groundwater withdrawals from the Central and West Coast groundwater basins are limited based on the adjudication, compliance with the judgments that set pumping rights would eliminate the potential for the water agencies that serve the Project area communities to substantially impact the groundwater aquifer. Therefore, implementation of the Project would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. For more discussion on water supply, please refer to Section 4.19, Utilities and Service Systems of this Recirculated Draft PEIR.

4.10.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative hydrology and water quality impacts includes the Los Angeles River and Dominguez Channel/Los Angeles Harbor watersheds and the Central and West Coast groundwater basins. This cumulative analysis considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.10-1. The geographic scope for cumulative impacts related to water quality includes the Los Angeles River and Dominguez Channel/Los Angeles Harbor watersheds. The Los Angeles RWQCB Basin Plan includes water quality objectives, beneficial uses, and a list of impaired water bodies within these watersheds. The Basin Plan, in combination with other local and state regulations and plans, provide a framework and goals for cumulatively addressing water quality issues throughout the Los Angeles and Dominguez Channel/Los Angeles Harbor watersheds. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the NPDES Construction General Permit and the County LID Standards Manual, which are designed to reduce adverse water quality impacts, reduce incrementally contributing pollution to already impaired water bodies, attain water quality objectives, and protect beneficial uses of water bodies. Compliance with these regulations would reduce impacts on water quality, such that impacts would be less than cumulatively significant. Because development completed under the Project would similarly be required to implement NPDES and LID Ordinance requirements, the Project would minimize its impact on water quality. Therefore, the Project's contribution to cumulative water quality impacts would not be cumulatively considerable.

Threshold 4.10-2. The geographic scope for cumulative impacts related to groundwater impacts includes the service areas of the Central and West Coast groundwater basins. As cumulative development growth occurs within the basins, the water purveyors that will serve the future development will use groundwater as well as other water supplies to meet the future demand. However, the water rights of each water purveyor that has rights to groundwater from the Central and West Coast basins are limited based on the adjudication that established the pumping rights for each purveyor. Because groundwater withdrawals from these groundwater basins 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 aquifers. Therefore, cumulative development would result in less-than-significant impacts on groundwater from the Central and West Coast groundwater basins, and the Project's incremental contribution would not be cumulatively considerable.

As stated previously, although most of the Project area communities are paved and impervious, groundwater recharge for the Central Basin occurs along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System. Therefore, cumulative development would not substantially impact groundwater recharge capabilities within the Central and West Coast groundwater basins. As a result, implementation of cumulative development would result in less-than-significant impacts to recharge capabilities, and the Project's contribution to impacts on groundwater supplies would not be cumulatively considerable.

Threshold 4.10-3. The geographic scope considered for cumulative impacts to erosion, runoff, drainage, and flood hazards is the Los Angeles River and Dominguez Channel/Los Angeles Harbor watersheds. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction General Permit, County LID Standards Manual, and the MS4 NPDES permit. Compliance with these regulations would require the implementation of BMPs to ensure stormwater runoff and flood hazards would be minimized. Therefore, the Project's contribution to cumulative impacts would not cumulatively considerable with regulatory compliance and BMP implementation.

Threshold 4.10-4. No Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area. As such, the Project's contribution to impact related to flood hazards would not be cumulatively considerable.

Threshold 4.10-5. All designated, non-designated, street and road construction, and single-family hillside home projects within the unincorporated areas of Los Angeles County, including in the Project area communities, are required to comply with the LID Standards Manual. Therefore, the cumulative impacts would be less than significant with regulatory compliance and BMP, and the Project's incremental contribution would not be cumulatively considerable.

Threshold 4.10-6. The Project area is served by existing public sanitary sewers and there would be no cumulative contribution to impacts related to onsite wastewater treatment.

Threshold 4.10-7. The Project area is not in a flood hazard or tsunami zone and no large open bodies of water, such as reservoirs or lakes, are located within the Project area communities. Therefore, there would be no cumulative contribution to impacts related to flood or tsunami or seiche hazards.

Threshold 4.10-6. Several retail water purveyors that supply water to the Project area have pumping rights to obtain groundwater from the adjudicated Central and West Coast groundwater basins. Because groundwater withdrawals are limited based on the adjudication, compliance with the judgments that set pumping rights would eliminate the

potential for the water agencies that serve the Project area communities to substantially impact the groundwater aquifer. Therefore, cumulative development would result in a less-than-significant impact and the Project's incremental contribution would not be cumulatively considerable.

4.10.2.6 Mitigation Measures

No mitigation measures are required.

4.10.2.7 Level of Significance After Mitigation

Threshold 4.10-1. The Project would not violate any water-quality standards or waste-discharge requirements and impacts would be **less than significant**.

Threshold 4.10-2. 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 and impacts would be **less than significant**.

Threshold 4.10-3. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course 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, amount, or depth 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 Impede or redirect flood flows which would expose existing housing or other insurable structures to a significant risk of loss or damage involving flooding, and impacts would be **less than significant**..

Threshold 4.10-4. The Project would not place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements, and impacts would be **less than significant**.

Threshold 4.10-5. The Project would not conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84) and there would be **no impact**.

Threshold 4.10-6 The Project would not 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) and there would be **no impact**.

Threshold 4.10-7. The Project is not in a flood hazard, tsunami, or seiche zones, and would not risk release of pollutants due to project inundation and there would be **no impact**.

Threshold 4.10-8. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be **less than significant**.

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SOURCE: Esri Shaded Relief Map; LA County Dept. of Public Works 2014, 2021; LACFCD 2022

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0 5 10 Miles

FIGURE 4.10-1

Los Angeles County Watersheds

Los Angeles County Metro Area Plan PEIR

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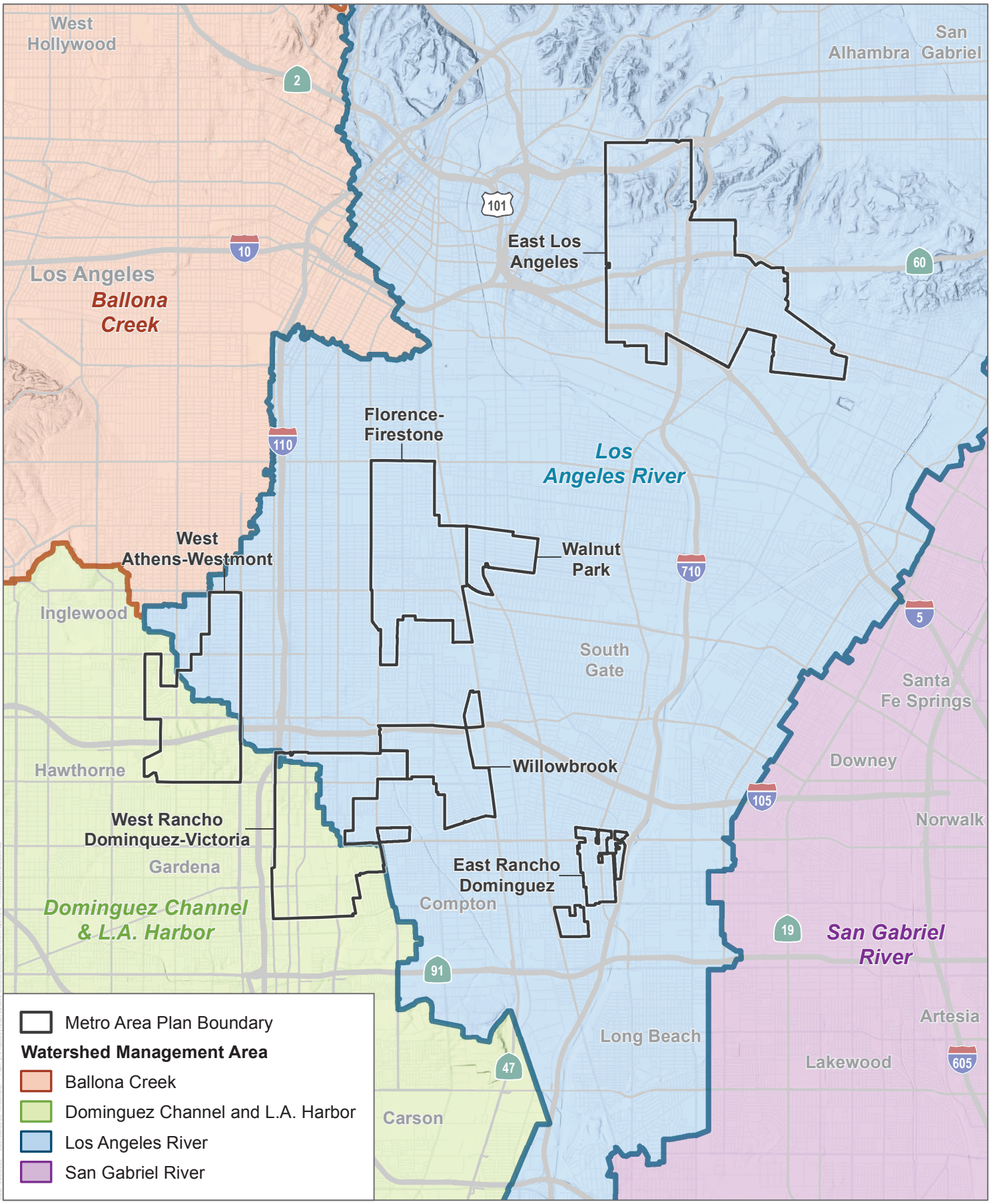

SOURCE: FEMA; Open Street Map 2019; LA County 2021

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FIGURE 4.10-2

Project Watersheds

Los Angeles County Metro Area Plan PEIR

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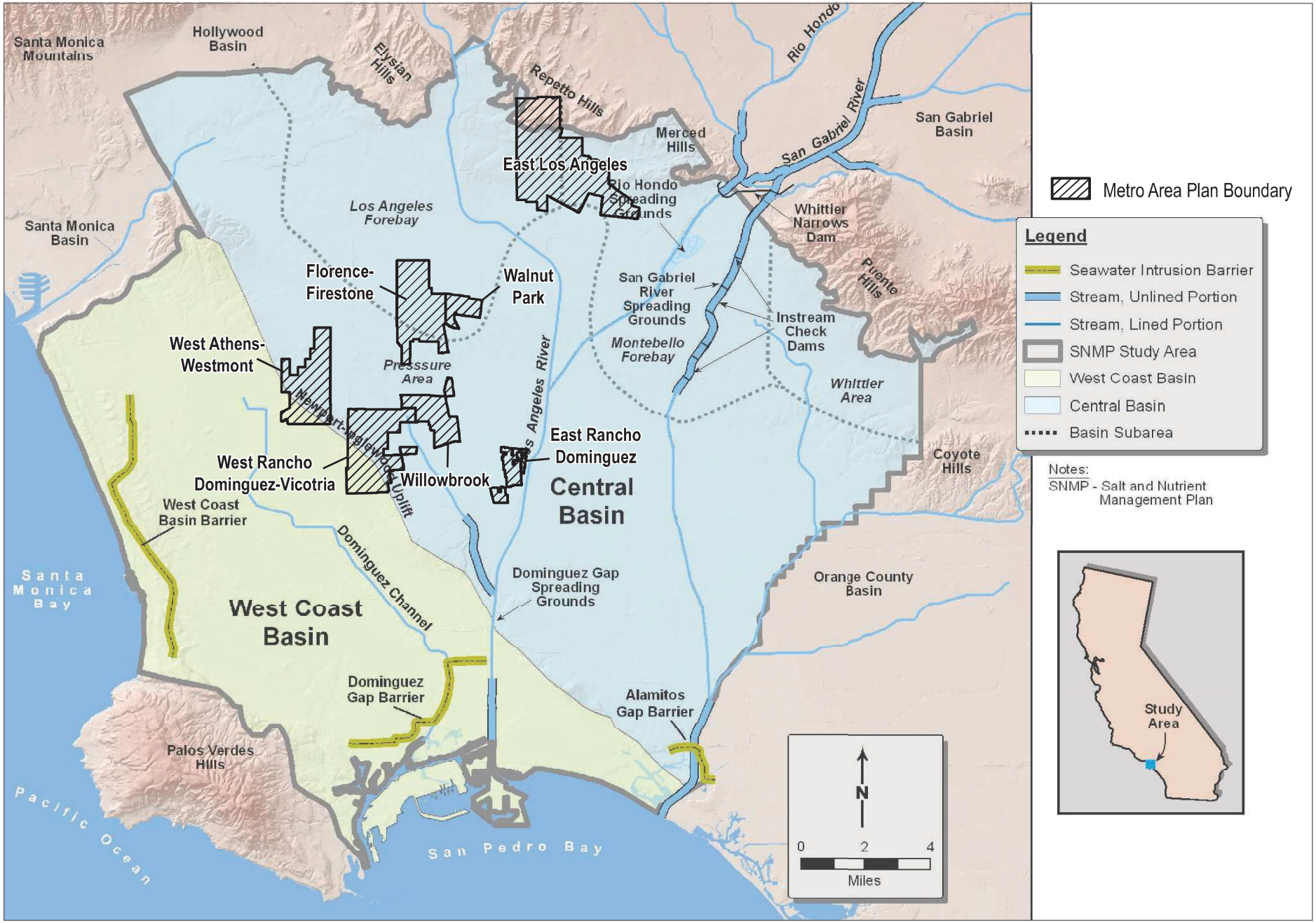

SOURCE: WRD 2016

FIGURE 4.10-3

Central Basin and West Coast Basin

Los Angeles County Metro Area Plan PEIR

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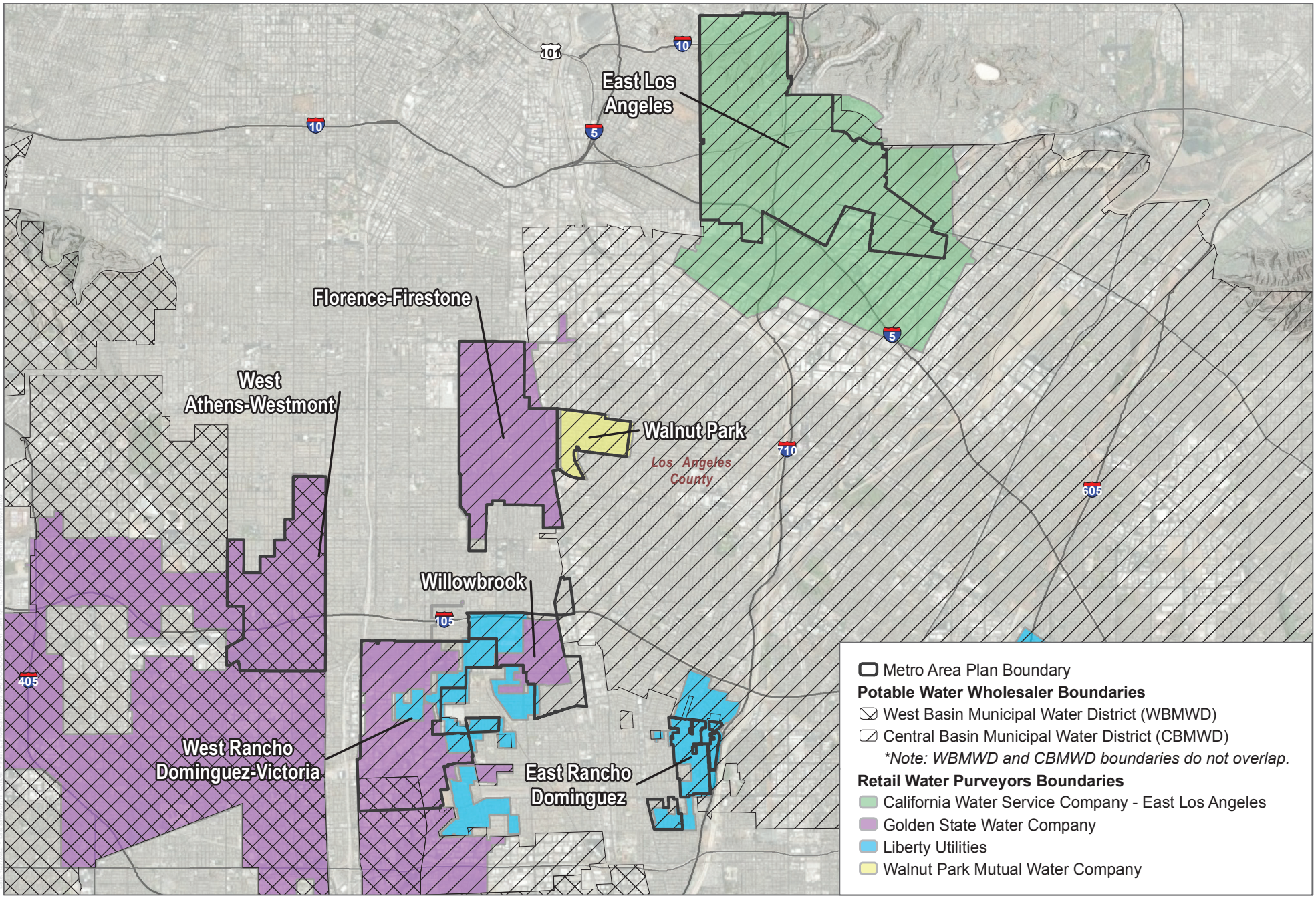

SOURCE: NAIP 2020; LA County 2021; DWR 2022

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FIGURE 4.10-4

Wholesale and Retail Water Purveyors

Los Angeles County Metro Area Plan PEIR

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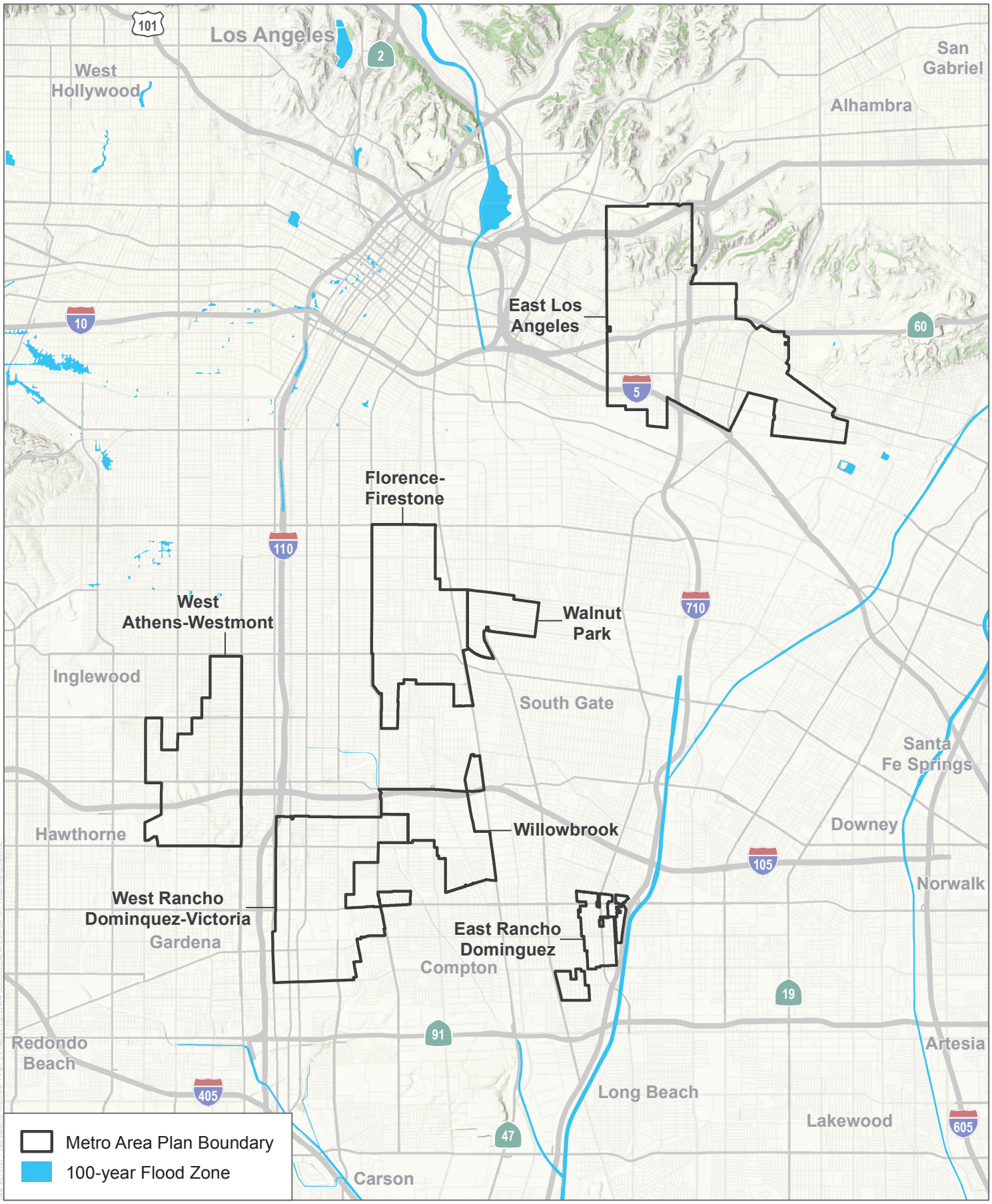

SOURCE: FEMA; Open Street Map 2019; LA County 2021

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FIGURE 4.10-5

Flood Hazard Zones

Los Angeles County Metro Area Plan PEIR

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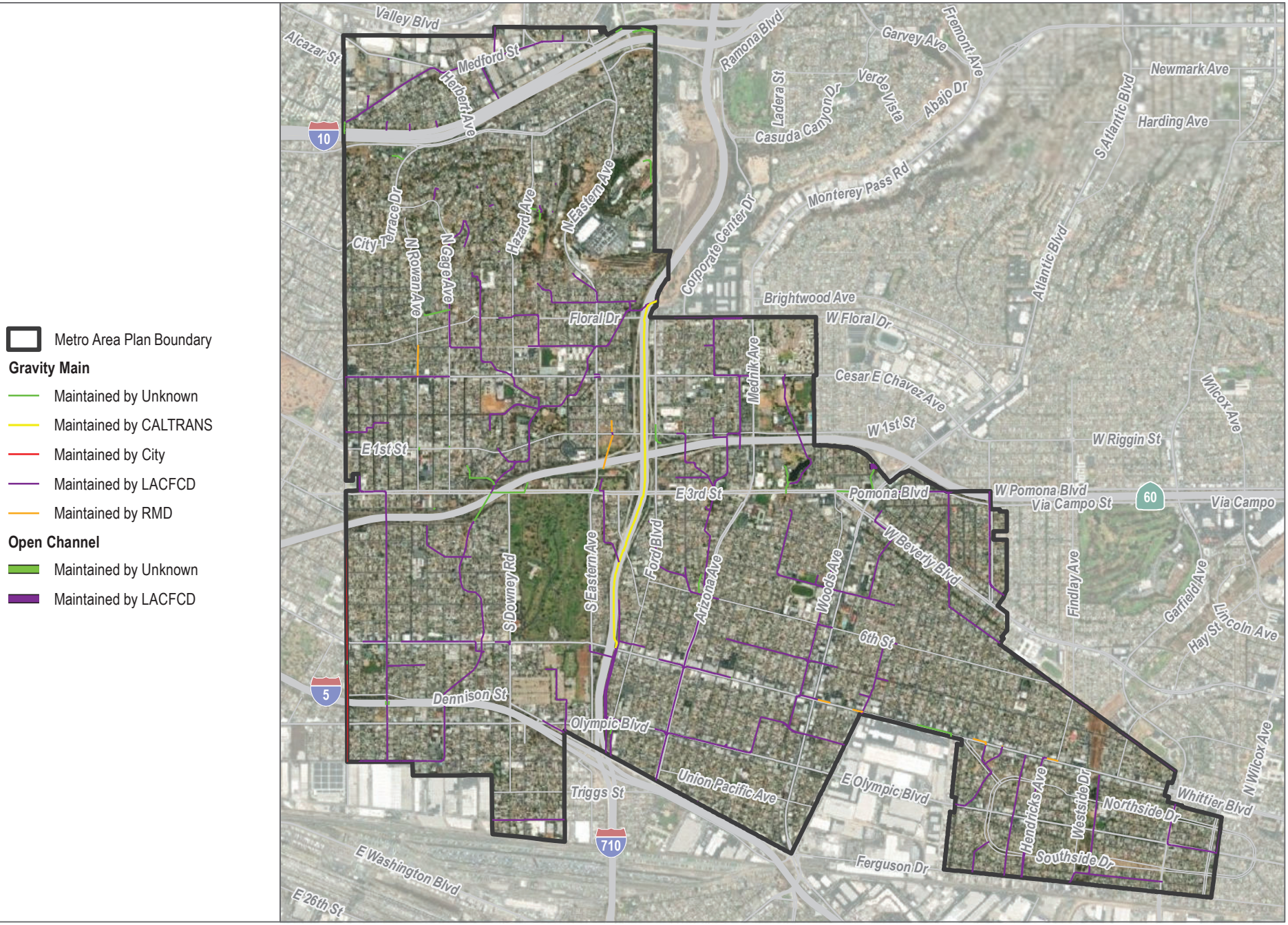

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10-6
Existing Storm Drain System
East Los Angeles
Los Angeles County Metro Area Plan PEIR

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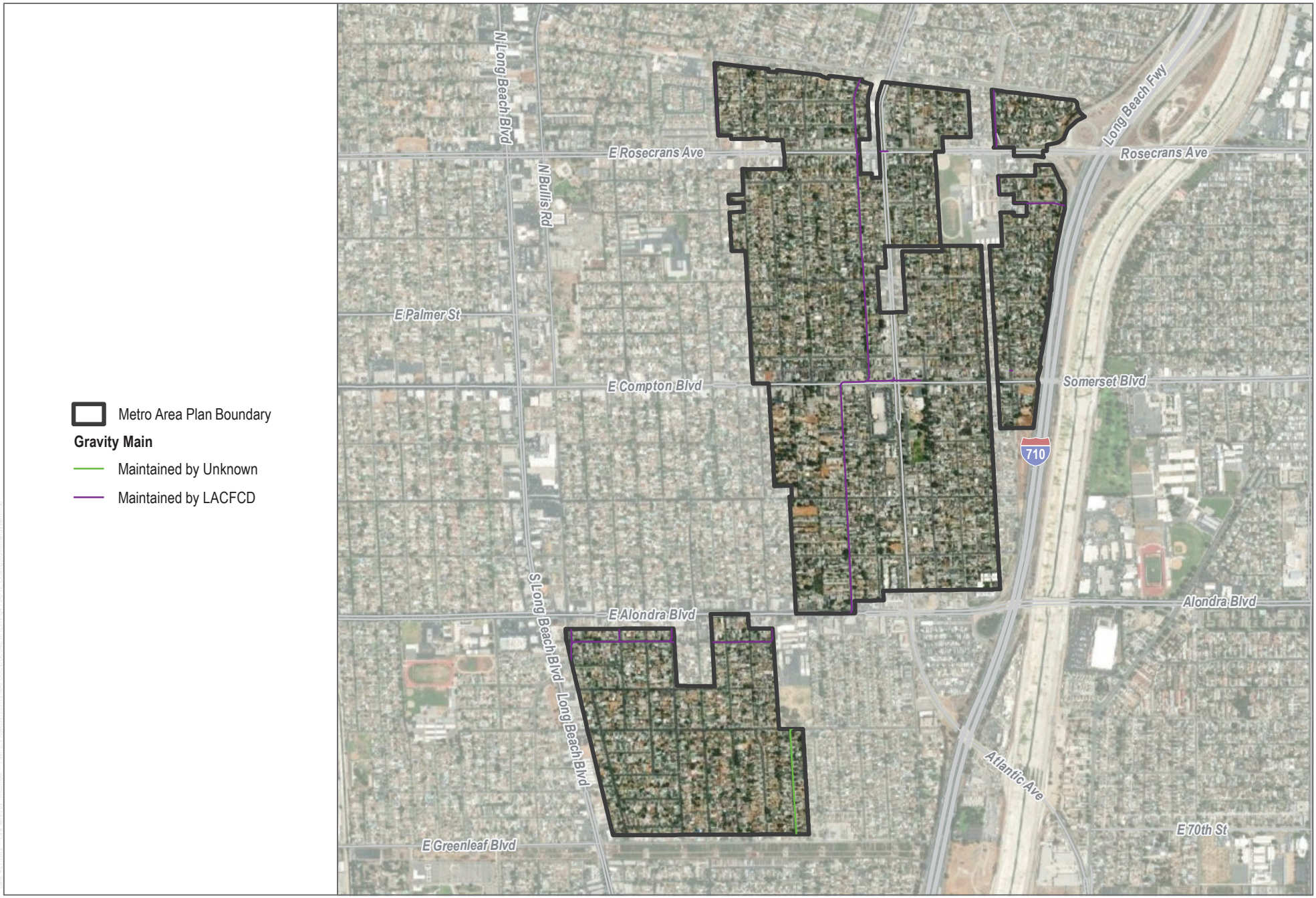

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10-7
Existing Storm Drain System
East Rancho Dominguez
Los Angeles County Metro Area Plan PEIR

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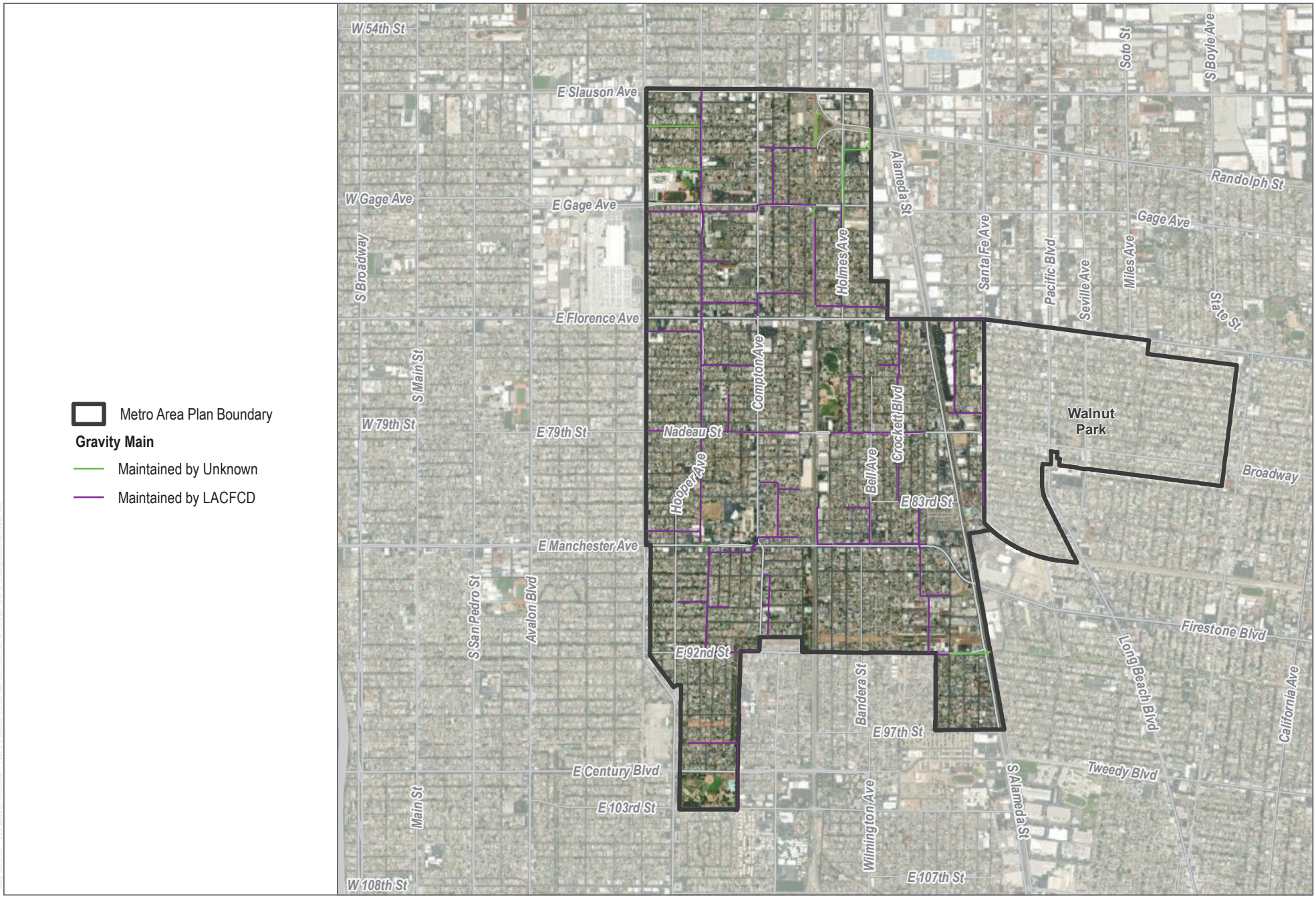

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10- 8
Existing Storm Drain System
Florence-Firestone
Los Angeles County Metro Area Plan PEIR

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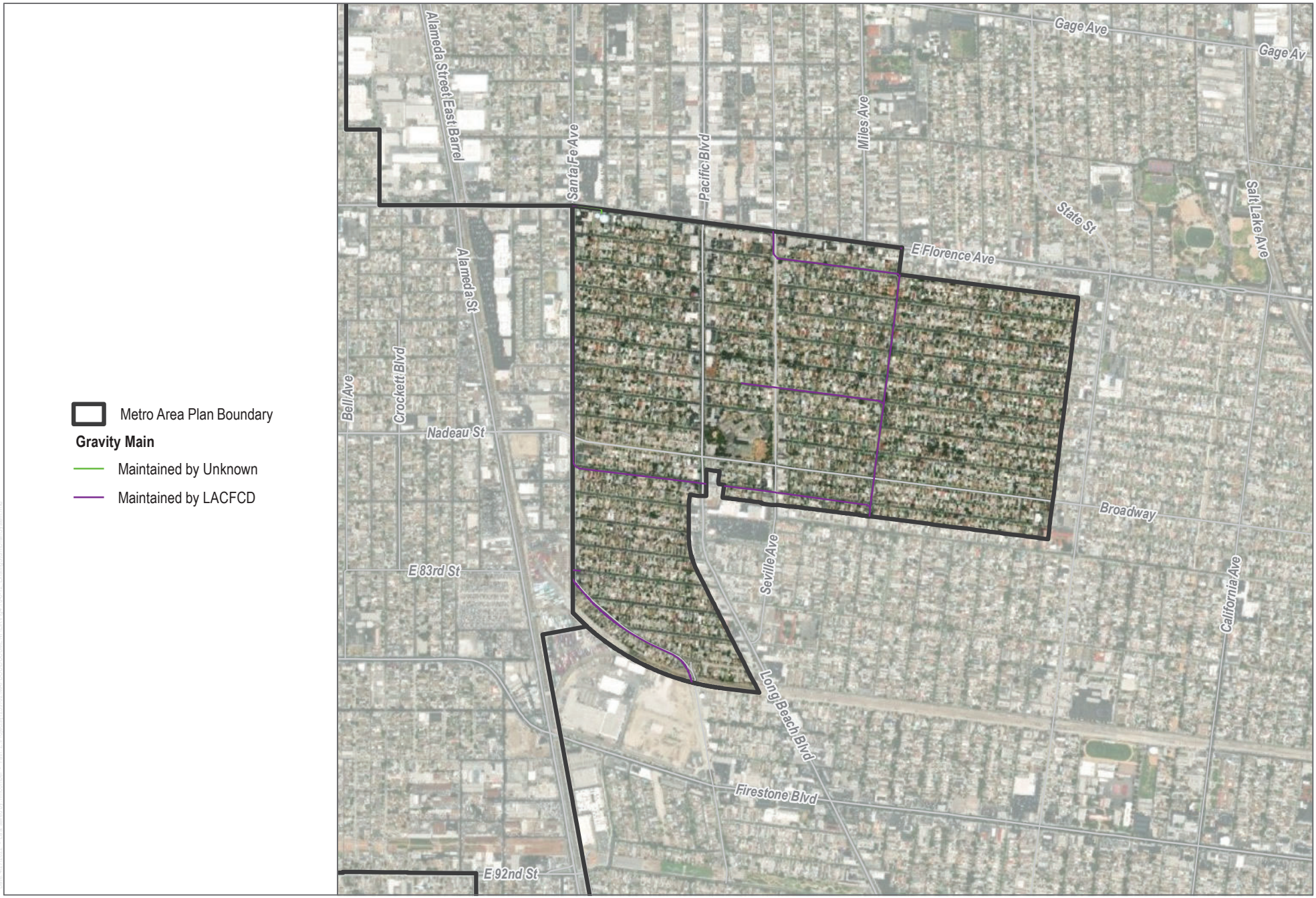

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10- 9
Existing Storm Drain System
Walnut Park
Los Angeles County Metro Area Plan PEIR

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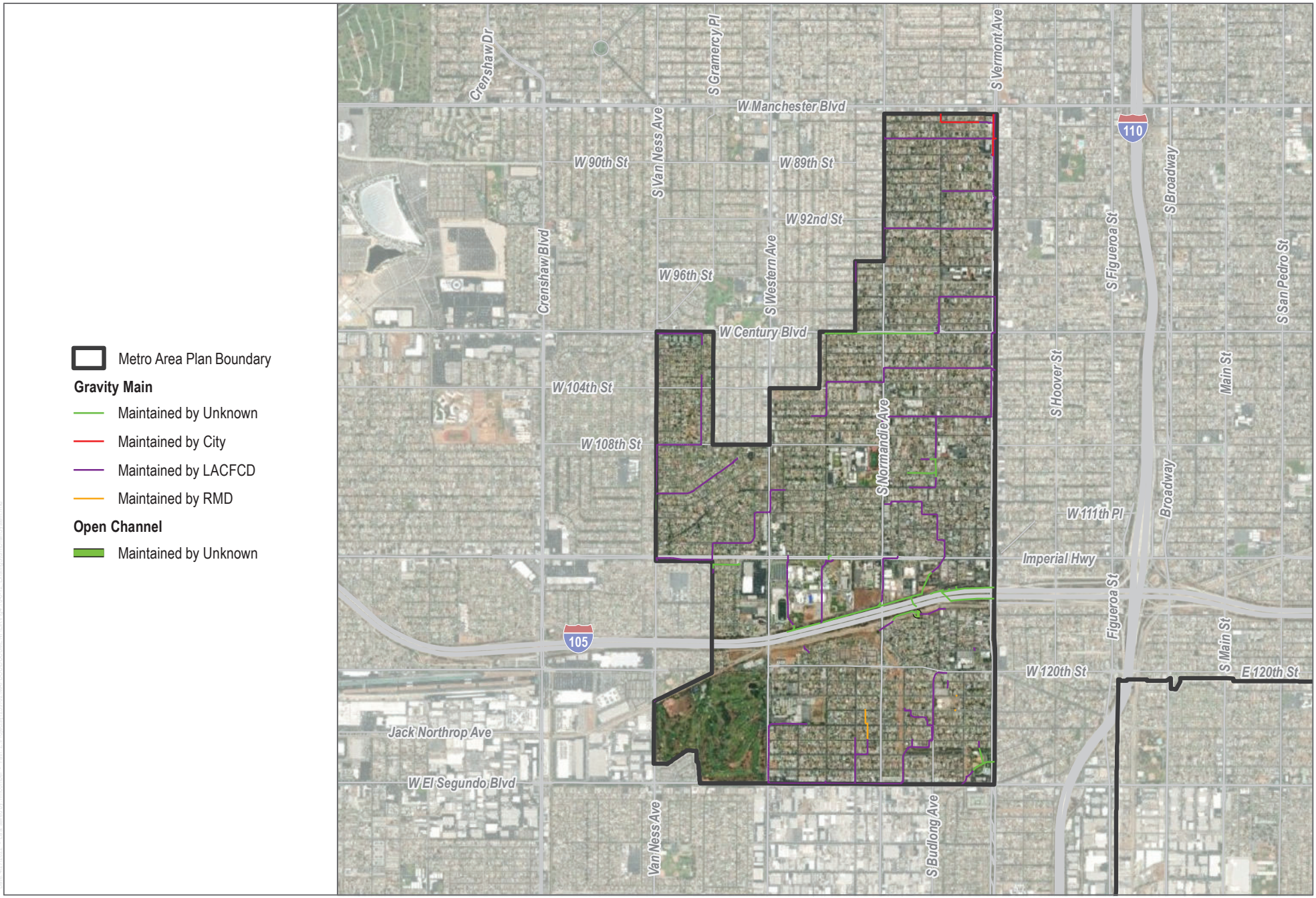

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10-10
Existing Storm Drain System
West Athens-Westmont
Los Angeles County Metro Area Plan PEIR

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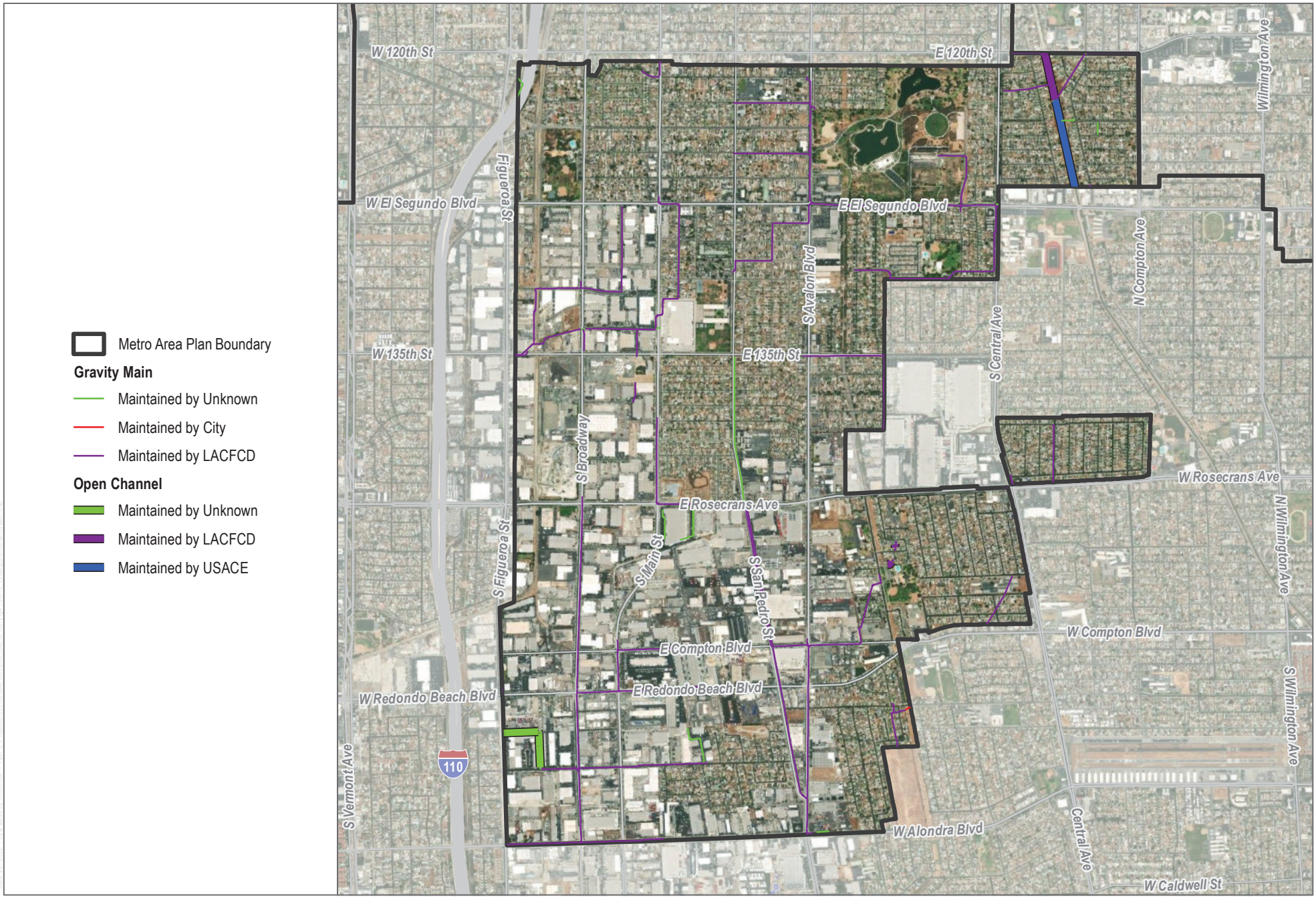

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10-11
Existing Storm Drain System
West Rancho Dominguez-Victoria
Los Angeles County Metro Area Plan PEIR

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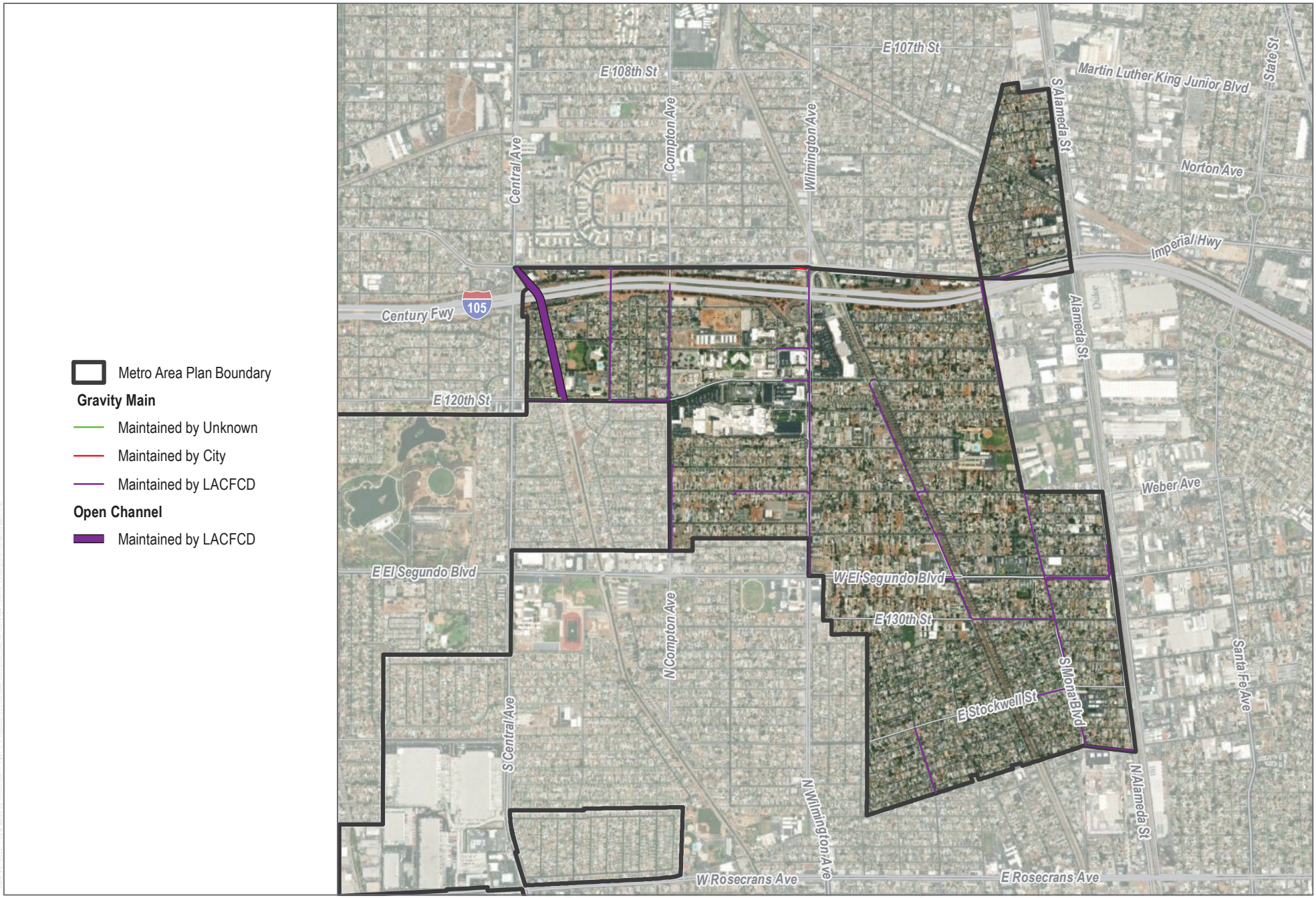

SOURCE: Open Street Map 2019; LA County 2021; LACFCD 2022

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FIGURE 4.10-12
Existing Storm Drain System
Willowbrook
Los Angeles County Metro Area Plan PEIR

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4.11 Land Use and Planning

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on land use and planning, related to whether the Project would physically divide an established community, conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or conflict with the goals and policies of the Los Angeles County General Plan (General Plan) related to Hillside Management Areas or Significant Ecological Areas. Other sources consulted are listed in Section 4.11.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.11.1 Environmental Setting

4.11.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to land use and planning with respect to the proposed Project.

State

State Planning Law

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding. The proposed Project is not a General Plan. However, the proposed Metro Area Plan would refine countywide goals and policies in the General Plan by addressing specific issues relevant to the Project area.

Local

Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by the Southern California Association of Governments (SCAG) every four years to guide transportation investments throughout the region. The Sustainable Communities Strategy (SCS) is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS

(Connect SoCal). Connect SoCal includes goals to increase mobility and enhance sustainability for the region's residents and visitors and encompasses three principles to improve the region's future: mobility, economy, and sustainability. In addition, Connect SoCal provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020).

To address the mobility challenge of the region's continuing roadway congestion, Connect SoCal proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. Connect SoCal recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and greenhouse gas emissions. The Connect SoCal approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. As part of Connect SoCal, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation (RHNA) is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for eight-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the most recent (i.e., the "6th cycle") RHNA for each jurisdiction, which will cover the planning period October 2021 through October 2029. The California Department of Housing and Community Development (HCD) provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Of these total units, 90,052 must be accommodated for within the unincorporated County areas. For a more detailed discussion of RHNA and affordable housing mandates within the County and broader SCAG region, please refer to Section 4.15, Population and Housing, of this Draft EIR.

Los Angeles County General Plan 2035

The General Plan provides the policy framework and establishes the long range vision for how and where the unincorporated areas will grow through the year 2035, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The General Plan consists of the Planning Areas Framework and the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing. Lastly, the General Plan Implementation section describes the ordinances, programs and tasks that will implement the General Plan. The section describes which County departments and agencies are responsible for implementation programs and sets a timeframe for completion of those programs (County of Los Angeles 2015a).

Planning Areas Framework

The General Plan provides goals and policies to achieve County-wide planning objectives for the unincorporated areas and is the foundational document for all community-based plans that serve the unincorporated areas, such as area plans, community or neighborhood plans, and Transit Oriented District specific plans. The General Plan identifies 11 Planning Areas, which make up the Planning Areas Framework. The purpose of the Planning Areas

Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. Area plans focus on land use and policy issues that are specific to the Planning Area. Community or neighborhood plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. An area plan must be prepared or updated for each of the 11 Planning Areas, which provides opportunities to update community-based plans, as well as implementation tools of the General Plan, such as specific plans and community standards districts.

The Program LU-1: Planning Areas Framework Program in Chapter 16: General Plan Implementation Programs, requires implementation of the Metro Area Plan (and all 11 Area Plans), as follows (County of Los Angeles 2015a):

> The General Plan serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and other policy issues that are specific to the Planning Area. The Planning Areas Framework Program shall entail the completion of an area plan for each of the 11 Planning Areas.
>
> Area plans will be tailored toward the unique geographic, demographic, and social diversity of each Planning Area; however, at a minimum, area plans shall be developed using the following guidelines:
>
> - Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
> - Explore the role of arts and culture and consider beautification efforts.
> - Analyze the transportation network and assess the transportation and community improvement needs. Utilize the street design considerations outlined in the Mobility Element as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
> - Review and consider the identified opportunity areas, as applicable.
> - Develop a land use policy map that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Map.
> - Consider the concurrent development of areawide zoning tools.
> - Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

At a minimum, each area plan shall consist of the following components: 1) a comprehensive policy document with area-specific elements, as needed, that incorporates community-based plans as chapters; 2) a land use policy map that utilizes the General Plan Land Use Legend; 3) a zoning map that is consistent with the area plan; 4) a capital improvement plan developed in partnership with Los Angeles County Public Works; and 5) an environmental review document that uses the General Plan PEIR as a starting point to assess the environmental impacts of the area plan. The creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the area plan process as having planning needs that go beyond the scope of the area plan.

Land Use Element. The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated areas.

Special Management Areas. The County's Special Management Areas require additional development regulations to prevent the loss of life and property, and to protect the natural environment and important resources.

Airport Influence Areas. Airport Influence Areas are comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. State Law requires the creation of Airport Land Use Commissions (ALUCs) to coordinate planning for the areas surrounding public use airports. Section 2.2 of the Los Angeles County Airport Land Use Commission Review Procedures provides guidance for the ALUC regarding the review process for community land use plans and ordinances (ALUC 2004). The ALUC has prepared and adopted the Los Angeles County Airport Land Use Compatibility Plan, and Los Angeles County and each city affected by the plan is required to make its general plan consistent with the Compatibility Plan. Once a local agency has taken this action, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The Airport Influence Areas Policy Map, provided as Figure 6.2 of the General Plan, shows that a small portion of the 65 CNEL noise contour at the eastern edge of the Los Angeles International Airport Influence Area overlies a portion of West Athens-Westmont (ALUC 2015b).

Transit Oriented Districts. Transit Oriented Districts (TODs) are areas within a 1/2 mile radius from a major transit stop, which include development and design standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community and address access and connectivity, pedestrian improvements, and safety, as well as incentives to facilitate transit-oriented development. All TODs will be implemented by a TOD specific plan, or a similar mechanism, which will incorporate design standards applicable to the built environment and tailored to the unique characteristics of each TOD. Figure 2.5a, Mobility and Transit, East Los Angeles, Figure 2.5b, Mobility and Transit, East Rancho Dominguez, Figure 2.5c, Mobility and Transit, Florence-Firestone and Walnut Park, Figure 2-5d, Mobility and Transit, West Athens-Westmont, and Figure 2-5e, West Rancho-Dominguez-Victoria and Willowbrook, show the locations of the TODs within the Project area, including: Vermont/Athens Station TOD (Metro C Line) within West Athens-Westmont; Willowbrook/Rosa Parks Station TOD (Metro A and C Line) within Willowbrook; Slauson TOD (Metro A Line), Florence TOD (Metro A Line), and Firestone TOD (Metro A Line) within Florence-Firestone, and 3rd Street Specific Plan TOD (Metro L Line) within East Los Angeles.

The Land Use Element of the General Plan provides the goals and policies potentially relevant to the Project, which are listed in Table 4.11-1, General Plan Conflict Evaluation.

Mobility Element. The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Element assesses the challenges and constraints of the Los Angeles County transportation system and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Highway Plan and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities in Los Angeles County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. Applicable goals and policies from the Mobility Element are included in Section 4.17, Transportation.

Air Quality Element. The Air Quality Element summarizes air quality issues and outlines the goals and policies in the General Plan that will improve air quality and reduce greenhouse gas emissions. One sub element— the Community Climate Action Plan—supplements the Air Quality Element. This plan establishes actions for reaching the County's

goals to reduce greenhouse gas emissions in the unincorporated areas. Applicable goals and policies from the Air Quality Element are included in Section 4.3, Air Quality and 4.8, Greenhouse Gas Emissions.

Housing Element. State law requires that each jurisdiction's Housing Element consist of "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing." The Housing Element must analyze and plan for housing for all segments of the community. On November 30, 2021, the County Board of Supervisors adopted the 2021-2029 Housing Element (Housing Element), which includes details regarding the future locations of additional housing pursuant to the state mandated 6th cycle RHNA allocation for the County's unincorporated areas (County of Los Angeles 2022a).

Conservation and Natural Resources Element. The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas. The Conservation and Natural Resources Element addresses the following conservation areas: Open Space Resources; Biological Resources; Local Water Resources; Agricultural Resources; Mineral and Energy Resources; Scenic Resources; and Historic, Cultural and Paleontological Resources. Applicable goals and policies from the Conservation and Natural Resources Element are included in Section 4.4, Biological Resources.

Parks and Recreation Element. The Parks and Recreation Element provides policy direction for the maintenance and expansion of the 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 goals and policies set forth in this Element address the growing and diverse recreation needs of the communities served by the County. Applicable goals and policies from the Parks and Recreation Element are included in Section 4.16, Recreation.

Noise Element. Noise levels can have a significant impact on quality of life. Excessive levels of noise result in increased neighborhood annoyance, dissatisfaction, and in some cases, health and safety hazards. Due to Los Angeles County's geographic, environmental, and cultural diversity, the levels and types of noise issues vary significantly. The purpose of the Noise Element is to reduce and limit the exposure of the general public to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise in the unincorporated areas. Applicable goals and policies from the Noise Element are included in Section 4.13, Noise.

Safety Element. The purpose of the Safety Element is to reduce the potential risk of death, injuries, property damage, economic loss, and social dislocation resulting from natural and human-made hazards. The California Government Code requires the General Plan to address "the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards…; flooding; and wildland and urban fires." The Safety Element addresses only limited aspects of man-made disasters, such as hazardous waste and materials management, in particular, those aspects related to seismic events, fires, and floods. In general, hazardous materials management is addressed in the Los Angeles County Integrated Waste Management Plan (California Code of Regulations [CCR] Section 18755.5). The Safety Element works in conjunction with the Operational Area Emergency Response Plan (OAERP), which is prepared by County's Chief Executive Office - Office of Emergency Management (CEO OEM). The OAERP strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in Los Angeles County. Applicable goals and policies from the Safety Element are included in Section 4.9, Hazards and Hazardous Materials, Section 4.15 Public Services, and Section 4.19, Utilities and Service Systems.

Public Services and Facilities Element. The Public Services and Facilities Element promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. This Element focuses on services and facilities that are affected the most by growth and development: Drinking Water; Sanitary Sewers; Solid Waste; Utilities; Early Care and Education; and Libraries. The Element also discusses the key role of collaboration among County agencies in efficient and effective service provision and facilities planning. This Element works in conjunction with the Los Angeles County Department of Public Works (DPW) Strategic Plan, which outlines service delivery goals for sanitary sewer, water supply, flood protection, water quality, garbage disposal, and traffic lighting; Integrated Waste Management Plan; Sewer System Management Plan; Library Strategic Plan; and other plans to address the provision of public services and facilities to the unincorporated areas. Applicable goals and policies from the Public Services and Facilities Element are included in Section 4.9, Hydrology and Water Quality, Section 4.15 Public Services, and Section 4.19, Utilities and Service Systems.

Economic Development Element. The Economic Development Element outlines the County's economic development goals and provides strategies that contribute to the economic well-being of Los Angeles County. The overall performance of the economy and economic development efforts strongly impact land use and development patterns. Through the implementation of this Element, the County is planning for the economic health and prosperity of its physical and social environments and planning strategically for the future economy. The Element works in conjunction with the Los Angeles County Strategic Plan for Economic Development, which was adopted by the Los Angeles County Board of Supervisors in 2010.

OurCounty – Countywide Sustainability Plan

OurCounty is the Countywide Sustainability Plan that was adopted in 2019 and it outlines what local governments and stakeholders can do to enhance the well-being of every community in the 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. The Plan identifies lead County entities and partners that would work to achieve the twelve Goals, which describe the visions for a sustainable County. Each goal is supported by Strategies and by quantitative targets for accomplishing the metrics for success (County of Los Angeles 2019a).

County Green Zones Program

The Green Zones Program included amendments to Title 22, Planning and Zoning (Zoning Code) of the Los Angeles County Code (County Code) and the General Plan to improve public health and the quality of life of residents in vulnerable communities in the unincorporated County, who have been disproportionately and historically impacted by adverse environmental effects. Chapter 22.84 (Green Zone Districts) of the Zoning Code, identifies 11 Green Zone Districts where (1) certain industrial and vehicle related land uses are prohibited within 500 feet of a sensitive use and (2) certain industrial and vehicle related uses within 500 feet of a sensitive use require a Conditional Use Permit (CUP) with discretionary review and are subject to additional findings and development standards. The Green Zones Program also established (1) a new "sensitive use" definition in the Zoning Code; 2) new recycling and waste management uses defined in the Zoning Code with associated chapters and sections regulating the location, permitting, development standards, and additional required findings for establishing such uses; 3) requirements for storage enclosures for recycling and solid waste associated with any non-residential use or any residential use with four or more units; 4) and a CUP requirement for new gas stations and drive through establishments, and also define drive through establishments.

As mentioned above, Chapter 22.84, Green Zone Districts, of the Zoning Code identifies 11 Green Zone Districts which are communities located within the unincorporated County where the existing land use patterns have the potential to adversely affect sensitive uses. All seven Project area communities are identified as Green Zone Districts. The number of Green Zone Districts within the Project area speaks to the historic consolidation of industrial land uses in these communities and the resulting disproportionate burden of exposure to pollution. The Metro Area Plan is designed and intended to work in tandem with the Green Zones Program to facilitate programs and support the overall environmental justice goals of the County as they apply to the Project area.

Los Angeles County Code

Title 22, Planning and Zoning. The Zoning Code includes regulations concerning where and under what conditions various land uses may occur in the in the County's unincorporated areas. It also establishes zone-specific height limits, setback requirements, and other development standards, for residential, mixed-use, commercial, industrial, and all other types of sites. The Zoning Code is a primary tool for implementing the County's General Plan. The purpose of the Zoning Code is to encourage, classify, designate, regulate, and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes. Applicable sections of the Zoning Code include Chapter 22.18 (Residential Zones), Chapter 22.22 (Industrial Zones), Section 22.26.030 (Mixed Use Development Zone), Chapter 22.110 (General Site Regulations), and Division 10, Community Standards Districts (discussed below).

Division 10, Community Standards Districts: Community Standards Districts (CSDs) are established by the County as supplemental districts to implement special development standards contained in adopted neighborhood, community, area, or specific plans within the unincorporated areas of the County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of the County. Division 10 of the Zoning Code includes CSDs for each of the seven unincorporated communities in the Project area within the following chapters: Chapter 22.316, East Los Angeles CSD, Chapter 22.320, East Ranch Dominguez CSD, Chapter 22.324. Florence-Firestone CSD, Chapter 22.346, Walnut Park CSD, Chapter 22.348, West Athens-Westmont CSD; Chapter 22.350 West Rancho Dominguez-Victoria CSD, and Chapter 22.352, Willowbrook CSD.

Existing Community Based-Plans and Specific Plan

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The existing community and specific plans applicable to the Project area are listed and discussed in section of Chapter 2, Environmental Setting, of the Recirculated Draft PEIR. Brief summaries of the community and specific plans that, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan (3rd Street Specific Plan), approved in 2014 and amended in 2020, sets forth a comprehensive set of strategies and design guidelines consistent with the goals, objectives, and policies of the General Plan and East Los Angeles Community Plan. The goals and policies of the 3rd Street Specific Plan include enhancing and preserving the distinctive community character of the planning area, improving economic vitality, and creating jobs, "activating" the public realm, and improving mobility and transportation choices. A primary objective of the 3rd Street Specific Plan is to facilitate the transformation of the Metro light rail station areas along the 3rd Street corridor into "transit centers" with vibrant

mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. Goals and policies of the 3rd Street Specific Plan include enhancing and preserving East Los Angeles' distinctive community character, providing quality housing for a diverse range of income levels, and ensuring public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment (County of Los Angeles 2014).

The Project would amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition.

Florence-Firestone Community Plan. The Florence-Firestone Community Plan is a land use development guide intended to direct development and land use decisions to achieve the community's vision of creating a resilient and healthy community with a vibrant local economy, high quality and affordable housing, ample greenery, safe and efficient transportation system, and high quality education. The plan provides guidance on community specific concerns to planners, property owners, business owners, decision-makers, public agencies, and other stakeholders. The Florence-Firestone Community Plan builds on past planning efforts, drawing information from a variety of studies and reports on the community. The key policies of the Florence-Firestone Community Plan revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The Florence-Firestone Community Plan implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources (County of Los Angeles 2019b).

By elevating voices within the community, setting clear goals, and mapping specific opportunity areas in which to concentrate redevelopment and/or revitalization efforts, the Florence-Firestone Community Plan provides a roadmap map for future planning efforts in the area, particularly as it relates to the determination of appropriate land use and zoning designations.

The Florence-Firestone Transit Oriented District Specific Plan (discussed below) will continue to implement the goals, policies, and other components set forth in the community plan. As part of the proposed Project, the Florence-Firestone Community Plan would be rescinded as a stand-alone plan and would be reorganized and incorporated into the Metro Area Plan.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) was approved in February 2023 and establishes transit-oriented development, policy direction, design standards, and implementation programs for the community of Florence-Firestone. The FFTOD Specific Plan Area is somewhat unique that it is applicable to the entire extent of the community, as opposed to just subareas. In this, the FFTOD Specific Plan operates much like a community plan, with a specific focus on transit oriented development and mobility. The FFTOD Specific Plan addresses land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro A Line stations in the community: the Slauson, Florence, and Firestone Stations. The FFTOD Specific Plan builds off of the Florence-Firestone Community Plan (discussed above) by implementing community-specific policies initially proposed in the

Florence-Firestone Community Plan and helps to achieve the broader transit-oriented development and sustainability goals of County.

In addition to focusing on mobility and transportation, the FFTOD Specific Plan provides the opportunity to create new affordable housing units to accommodate the needs of the residents and comply with state mandated requirements set forth by the states most recent RHNA (i.e., the 6th cycle) and incorporated into the County's Housing Element. The FFTOD Specific Plan helps implement the General Plan's Housing Element programs and policies by rezoning parcels to accommodate additional residential development, as required by the state. The FFTOD Specific Plan also implements transit oriented development by: establishing zones that identify permitted land uses and objective development standards such as the appropriate density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space, landscaping, and parking for all zones; modifying county-wide base zones applicable in Florence-Firestone; identifying multi-modal improvements to support walking, bicycling, and transit use in balance with private vehicles; and addressing infrastructure requirements associated with future development (County of Los Angeles 2022b).

Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA Specific Plan) provides comprehensive direction for development that implements the goals and policies of the General Plan, and its vision for the TOD priority areas in West Athens-Westmont. Connect Southwest LA Plan also lays the foundation to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation with an emphasis on transit, walking, and bicycling. Furthermore, the Connect Southwest LA Specific Plan provides ways to expand opportunities for new, compact development that is sensitive to the existing development character. The Connect Southwest LA Specific Plan increases housing opportunities and employment-generating uses in focused areas to take advantage of the significant local and regional transit services already provided in its vicinity. This achieves several important regional and state goals such as increasing housing opportunities close to transit, increasing transit ridership, and reducing greenhouse gases. The Connect Southwest LA Specific Plan also includes policies, development standards, and design guidelines that are in line with the plans' guiding principles, which include: accommodating uses in proximity to the Metro light rail station, along major streets, and at significant intersections; improving access to the transit station for all users; creating safer and more inviting spaces with design and programmatic improvements; and ensuring compatible development that respects and responds to the existing scale and density of adjacent neighborhoods (County of Los Angeles 2018a).

As part of the Project, the Connect Southwest LA Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code.

Willowbrook Transit Oriented District Specific Plan. Willowbrook Transit Oriented District Specific Plan (WTOD Specific Plan) covers an approximately 312 acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line. The WTOD Specific Plan sets forth a planning framework intended to concentrate residential- and employment-generating uses proximate to the Willowbrook/Rosa Parks Station. Consistent with the goals and policies outlined in the General Plan, the WTOD Specific Plan: encourages transit oriented development; promotes active transportation; allows development that reduces vehicles miles traveled; allows development that creates community benefits; and streamline the environmental review process for future projects within the WTOD Specific Plan area (County of Los Angeles 2018b).

With implementation of the Project, the Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code.

4.11.1.2 Existing Environmental Conditions

Metro Planning Area Conditions

The Metro Planning Area lies in the geographic center of Los Angeles County. It contains Downtown Los Angeles, industrial areas, and many of the City of Los Angeles' most densely-populated neighborhoods. Most of the Metro Planning Area is built out and can be characterized as an urbanized realm featuring a variety of urban land uses including medium to high-density residential, commercial, industrial, and public/institutional (such as parks, libraries, schools, and medical facilities). There are no large areas of natural open space in the Metro Planning Area, and most "green space" is limited to urban parks and recreational areas (County of Los Angeles 2015a). Most of the Metro Planning Area is occupied by the City of Los Angeles, however, as discussed in Chapter 2, Environmental Setting, of the Recirculated Draft PEIR, there are seven unincorporated communities within the Metro Planning Area: East Los Angeles. East Rancho Dominguez, Florence-Firestone; Walnut Park, West-Athens-Westmont; West Ranch Dominguez-Victoria and Willowbrook, which are the focus of the Metro Area Plan and the geographic extent of the Project area.

Project Area Conditions

The Project area, composed of the seven unincorporated communities within Metro Planning Area, generally consists of four large concentrations of development. The applicable land use conditions throughout the Project area communities are illustrated in Figures 2-3a through 2-3g, Existing Land Use, as well as Figures 2-4a through 2-4g, Existing Zoning, in Chapter 2, Environmental Setting, of the Recirculated Draft PEIR.

The first large concentration is East Los Angeles, which is dominated by multi-family residential uses west of Interstate (I) 710 and by a mixture of single-family and multi-family residential uses east of I-710. The residential uses are divided by commercial corridors. Major streets in this community, including Atlantic Boulevard, Cesar E. Chavez Boulevard, Olympic Boulevard, and Whittier Boulevard, which are generally fronted by commercial uses on both sides.

The other three large concentrations that are within the Project area are located in the middle of the Los Angeles Basin. The first of these unincorporated areas contains the Florence-Firestone and Walnut Park communities which are adjacent to each other along the eastern boundary of the Metro Planning Area. The predominant land use within these two communities is multi-family residential. However, they also include individual residential neighborhoods that are separated by major arterial street corridors that contain commercial and/or industrial land uses. Corridors featuring commercial land uses include Central Avenue, Compton Avenue, Firestone Boulevard, Florence Avenue, Pacific Boulevard, and Sevilla Avenue. Industrial uses within these two communities are generally located adjacent to Alameda Street, Slauson Avenue, and the Metro A (Blue) Line right-of-way, which traverses the community in a north/south direction. These communities also feature scattered park, public, and single-family residential uses.

The second unincorporated area is East Rancho Dominguez, which is located in the southeast corner of the Metro Planning Area and just east of the City of Compton. East Rancho Dominguez is developed and consists of single-family and multi-family residential neighborhoods that are bisected from east to west by Atlantic Avenue and from north to south by Compton Boulevard. Commercial uses are located along these two streets.

The third concentration of development includes West Rancho Dominguez-Victoria and Willowbrook communities that are adjacent to each other and are located south of I-105 and east of I-110 within the center of the Metro Planning Area. The City of Los Angeles neighborhood of Watts is to the north and the City of Compton is directly to

the south and southeast. The southern and western portions of the West Rancho Dominguez-Victoria community consist mainly of industrial uses. The northern portion of the community is mainly single-family residential uses except for commercial uses at major intersections and scattered multi-family residential and public uses. Willowbrook is largely residential, with a mixture of single-family and multifamily residential uses. Notable exceptions include the Martin Luther King, Jr. Medical Center, retail commercial uses located diagonally across 119th Street and Wilmington Avenue from the medical center, and industrial uses oriented to Alameda Street and the adjacent railroad right-of-way.

The fourth concentration of development is the West Athens-Westmont community, which is located along the western boundary of the Metro Planning Area. This community primarily consists of residential uses. The northeast quadrant consists almost entirely of multi-family residential land uses and the remainder of the community is dominated by single-family residential uses. Notable exceptions include the Chester Washington Golf Course south of I-105 and the campus of Los Angeles Southwest Community College north of I-105. The community also includes scattered parks and other public uses.

Community Conditions

The seven communities that comprise the Metro Planning Area are subject to a patchwork of existing regional and local regulatory planning documents, often with overlapping policies and regulations. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park date to the 1980s, prior to the most recent General Plan update which occurred in 2015. Other plans, such as the applicable Project area TOD specific plans, were adopted more recently, and therefore reflect the contemporary land use and planning goals established in the current General Plan.

The local regulatory planning structure for any unincorporated community in the County begins with the General Plan, which is the foundational document for all community-based plans and specific plans, including those applicable to the seven unincorporated Project area communities. Planning documents, and their accompanying ordinances, goals, policies, and standards, are generally structured somewhat like a nesting doll, with County or regional plans encompassing and guiding a collection of related but community-specific local plans, which may or may not have overlapping goals, polices, and provisions. The relationship of the General Plan to other local planning efforts in the County follows the hierarchy of: (1) General Plan; (2) Area Plan; (3) Community Plan; (4) Specific Plan. The zoning plan for a given community is similarly structured, with a uniform set of zoning standards established at the County level, and local community and specific plans proposing community or area specific zoning standards (including local level design and building standards) as needed to supplement the County's established code.

The contemporary community and TOD specific plans applicable to each unincorporated Project area community are listed below. These plans are also listed and described in Section 4.11.1.1, Regulatory Setting, above, as well as within Chapter 2, Environmental Setting, of the Recirculated Draft PEIR. Note that there are no contemporary community or TOD specific plans applicable to East Rancho Dominguez, West Rancho Dominguez-Victoria, or Walnut Park.

East Los Angeles

- East Los Angeles 3rd Street Specific Plan

Florence-Firestone

- Florence -Firestone Community Plan
- Florence-Firestone Transit Oriented District Specific Plan

West Athens-Westmont

- Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont

Willowbrook

- Willowbrook Transit Oriented District Specific Plan

4.11.2 Environmental Impacts

4.11.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The physical division of an established community (see Threshold 4.11-1) can occur through construction of new linear transportation infrastructure (e.g., roads, railroad), which would result in truncation or interruption of pedestrian and vehicular connectivity in an area that may isolate certain areas of a community. For the purpose of this Recirculated Draft PEIR, the potential for the Metro Area Plan to physically divide an established community is evaluated through consideration of whether new roads, freeways, railways, or other barriers would be constructed through an existing community.

This section of the Recirculated Draft PEIR identifies significant impacts related to land use and conflicts with applicable planning documents. As stated in CEQA Guidelines Section 15382, a conflict would not result in a significant impact unless it would result in an adverse physical change to the environment. The evaluation under Thresholds 4.11-2 and 4.11-3 assesses the potential for the Metro Area Plan to interfere with land use plans adopted for the purpose of avoiding or mitigating an environmental effect, as well as interfere with the goals and policies of Hillside Management Areas or Significant Ecological Areas (SEA), such that significant environmental effects would result. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this Draft EIR. For example, air impacts resulting from increased car trips as a result of reasonably anticipated development under the Metro Area Plan are discussed in Section 4.3, Air Quality of this Recirculated Draft PEIR; transportation impacts resulting from vehicle miles traveled (VMT) associated with increased development under the Metro Area Plan are discussed in Section 4.17, Transportation of this Recirculated Draft PEIR.

4.11.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to land use and planning are listed below. A project may have a significant impact if it would:

Threshold 4.11-1: Physically divide an established community.

Threshold 4.11-2: Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Threshold 4.11-3: Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

4.11.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would implement the land use and zoning changes set forth in the Housing Element to accommodate a 30,968 additional dwelling units[1,2] (which are required to meet the County's RHNA obligation),[3] resulting in approximately 108,390 additional Project-area residents. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3.1g. The proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e.
2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 106 parcels (approximately 3.8% of all residentially zoned corner lots) in the Project area may develop ACU's, which would generate approximately 176 new jobs.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figures 3-3a through 3-3d. This would include gathering relevant land use and

1 The 30,968 units include 9,523 dwelling units within the Florence-Firestone Transit Oriented Development (FFTOD) Specific Plan area, as well as 21,445 units in other Project area communities. The FFTOD Specific Plan EIR was approved by the County Board of Supervisors on February 7, 2023, and that EIR analyzed the RHNA allocation of housing units within the Florence-Firestone community. Nevertheless, the Metro Area Plan Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

2 In addition to the parcels identified in the Housing Element that are required to meet the County's RHNA obligation, the County has proposed to rezone and redesignate three additional parcels to accommodate housing. These parcels are Assessor's Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria. These sites are reflected in the dwelling unit and population estimates provided in Table 3-5, Population and Housing Buildout for the Project Area.

3 Recently implemented land use and zone changes for RHNA parcels in Florence-Firestone are included on Figure 2-3c, Existing General Plan Land Use, Florence-Firestone and Figure 2-4c, Existing Zoning, Florence-Firestone. There are no proposed Project General Plan land use changes for RHNA parcels in Willowbrook, and no proposed land use or zoning changes for RHNA parcels in Florence-Firestone.

economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

4. Other Project Components Applicable to Land Use and Planning – In addition to the land use changes and programs discussed above, other Project components that are applicable to land use and planning within the Project area (but would not facilitate additional growth or development) include the following:

   - Modifications to Existing TOD Specific Plans - The Project would revise Chapters 22.412 (Willowbrook Transit-Oriented Development Specific Plan) and 22.416 (Connect Southwest Los Angeles Transit-Oriented District Specific Plan) of the Zoning Code so that regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. The Project would also amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition. Finally, the Project would amend Chapter 22.418 (Florence-Firestone Zones & Development Standards), to allow shared kitchen complexes and require CUPs for K-12 schools in the FFTOD Specific Plan area.

   - Agricultural Use – The Project would rezone existing A-1, Light Agricultural, zoned parcels in East Rancho Dominguez to R-1, Single-Family Residence. Select agricultural activities and land uses (e.g., community gardens) would still be allowed under R-1 zoning. However, some land uses would be subject to a Conditional Use Permit (e.g., crops, including field, tree, bush, berry, and row; and plant nurseries, propagation of nursery stock only) under R-1 zoning, consistent with Table 22.18.030-B of the County Code.

   - Existing Community and/or Neighborhood Plans – To help address land use and planning consistency issues within the Project area, the Project would rescind three existing community and/or neighborhood plans that were prepared and adopted prior to the County's 2015 General Plan update, including the East Los Angeles Community Plan; the Walnut Park Neighborhood Plan, and the West Athens-Westmont Community Plan. In addition, the Florence-Firestone Community Plan (adopted in 2019) would also be rescinded, however, the critical Florence-Firestone Community Plan components have been reorganized and incorporated into the Metro Area Plan, as reflected in the Project's areawide and community-specific goals and policies.

   - Green Zones (-GZ) Combining Zone – The Project would amend the Zoning Code to include the maps of the -GZ Combining Zone on industrially-zoned lots in East Los Angeles, Florence-Firestone, Walnut Park, West Rancho Dominguez-Victoria, and Willowbrook in order to identify parcels subject to the Green Zone Ordinance. The proposed -GZ mapping amendments are illustrated on Figures 3-1a, 3-1c, 3-1d, 3-1f, and 3-1g of this Recirculated Draft PEIR. The existing Green Zones regulations on applicable parcels would remain unchanged.

   - Guiding Principle 6, Promote Strengths, Community Voice, and Equity Outcomes. The Project would add Guiding Principle 6, Promote Strengths, Community Voice, and Equity Outcomes to Chapter 3, Guiding Principles of the General Plan. This principle would encourage all future planning programs and projects to promote inclusivity and equity within the County via the development and implementation of a strengths-based approach to local and regional planning that: (1) identifies and values existing

community assets, culture, and knowledge; (2) is informed by community engagement and participation; and (3) seeks to embed cultural and racial equity and other equity considerations within the planning process.

- Metro Planning Area Standards District (PASD). The Project would establish the PASD to streamline and simplify development standards that are applicable to all unincorporated communities in the Metro Planning Area, including provisions related to building height, setbacks, landscaping, lighting, fencing, and signage, among others. The Project would also rescind six existing Community Standards Districts (CSDs) applicable to the Project area, which are: East Los Angeles CSD, East Rancho Dominguez CSD, Walnut Park CSD, West Athens-Westmont CSD, West Rancho Dominguez-Victoria CSD, and Willowbrook CSD. These CSD's would be reorganized into CSD-specific sections of the PASD. The Project would also rescind and/or revise other applicable sections of the Zoning Code for consistency, including front yard setback districts applicable to East Los Angeles, Walnut Park, and West Athens-Westmont. [4] [5]

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the General Plan goals and polices applicable to the topic of land use and planning listed in Table 4.11-1, General Plan Conflict Evaluation.

Areawide Goals and Policies

Goal LU 1 Residential neighborhoods are safe and attractive places to live.

Policy LU 1.1 Multi-Family Housing Design. Multi-family housing development is scaled and designed to provide residents and neighbors with abundant natural light and privacy.

Policy LU 1.2 Fence Heights. Allow taller fence heights in residential areas, where appropriate, to offer options in maintaining safety of neighborhoods.

Policy LU 1.3 Noise Barriers. Minimize noise impacts to residences along the Metro A Line, railroad rights-of-way, and freeways by designing community-friendly and appropriately designed noise barriers. Whenever possible, near publicly visible areas, incorporate public art into the design.

Policy LU 1.4 Indoor Air Quality. Promote healthy indoor air quality through the use of zero- and low-volatile organic compounds (VOC) materials, installation of air filtration systems, and other measures.

Goal LU 2 Vibrant commercial areas that function as the connective fabric of the community, support a variety of commercial activities dispersed community-wide, and provide an attractive and safe public realm.

[4] Community-specific development standards, including setbacks, are also included in applicable TOD specific plans, which are codified in Division 11 of the Zoning Code, and would not be rescinded or revised by the Project.

[5] The Project's proposed revisions to the Zoning Code, including revisions to Division 10, are available on the County's website for review: https://planning.lacounty.gov/long-range-planning/metro-area-plan/documents/.

Policy LU 2.1 Catalyst Projects. Promote public-private sector partnerships to identify and fund mixed-use catalyst projects that meet the needs of community members and positively contribute to a vibrant commercial area.

Policy LU 2.2 Incentivize Gathering Spaces. Incentivize the inclusion of gathering spaces in commercial, mixed-use, and multi-family residential development through parking reductions, floor area ratio increases, or other relevant incentives.

Policy LU 2.3 Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.

Policy LU 2.4 Incorporate Public Facilities in Commercial Centers. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information in active commercial centers.

Policy LU 2.5 Small-Scale Commercial. Ensure that established commercial and mixed-use corridors continue to provide small and moderate-sized commercial spaces for neighborhood serving uses, while expanding opportunities for small-scale commercial uses.

Policy LU 2.6 Land Assembly. Facilitate the development of small and undersized parcels, through parcel assembly, lot consolidation, or other means to support revitalization of commercial areas.

Goal LU 3 Commercial corridors and areas are pedestrian-friendly.

Policy LU 3.1 Commercial Corridor Enhancements. Attract visitors, pedestrians, and businesses 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 and walkable environment.

Policy LU 3.2 Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.

Policy LU 3.3 Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and 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 LU 3.4 Building Scale. Require that the scale and massing of new development along major commercial corridors provide transitions in building height and bulk consistent with the character of adjacent low-scale neighborhoods.

Goal LU 4 Residents can easily access local retail, everyday services, and fresh nutritious food.

Policy LU 4.1 Accessory Commercial Units. Encourage local-serving accessory commercial uses in the form of small neighborhood retail, corner shops, and grocery stores for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods. To further promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in residential-only neighborhoods, provided the lots meet the required zoning regulations.

Policy LU 4.2 Healthy Foods Accessibility. Attract new full-service grocery stores that base sales primarily on perishable items, such as fresh produce.

Policy LU 4.3 Farmers' Markets. Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighboring residents with easy access to fresh and nutritious foods on a regular basis.

Policy LU 4.4 Mobile Food Vendors. Support mobile vendors that offer residents fresh food in convenient, walkable, and appropriate locations on private property.

Goal LU 5 Industrial land is preserved and improved as a local source of employment opportunity and economic prosperity.

Policy LU 5.1 Industrial Use Revitalization. Support the growth, revitalization, and diversification of industrial uses, and ensure compatibility with nearby land uses through efforts including but not limited to the Green Zones Program and buffers.

Policy LU 5.2 Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the local workforce and adjacent residential neighborhoods within industrial areas.

Policy LU 5.3 Parcel Assembly. Encourage assembly of small industrially zoned parcels to support establishment, revitalization, and improved operations of industrial uses.

Policy LU 5.4 Promote opportunities for small-scale, clean, local, light manufacturing.

Goal LU 6 Industrial uses transition to technologies, industries, and operations that have minimal impact on sensitive uses and the natural environment.

Policy LU 6.1 Transition to Non-Polluting Industries. Development of new industrial uses and transition of existing industrial uses to non-polluting industries, including but not limited to, science- and technology-driven research and development uses, cleantech and biotech facilities, small-scale and artisan manufacturing, and experiential retail in industrially zoned areas within a minimum 500 feet of any residential use.

Policy LU 6.2 Existing Use Compliance. Require compliance of existing uses with the most current industrial emission control regulations.

Policy LU 6.3 Noise Emissions. Enforce noise emission standards for equipment, operations, and vehicles used by industrial operations.

Policy LU 6.4 Hazardous Waste Management. Require minimal use of hazardous chemicals and proper management of hazardous waste, including substituting hazardous chemicals used with less harmful alternatives, and legal disposal and elimination of untreated waste such as paints, oils, solvents, and other hazardous materials.

Goal LU 7 Industrial uses are good neighbors and avoid negative impacts on proximate uses.

Policy LU 7.1 Improvements to Reduce and Mitigate Industrial Impacts. Enforce the requirements of the Green Zones Program which requires improvements to the operations of industrial uses to reduce environmental impacts.

Policy LU 7.3 Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

Policy LU 7.4 Subleasing. To ensure that all operators on an industrial property with subleases accommodate operations standards and requirements from all relevant agencies on-site, require documentation of the subleasing agreement and site plans showing the area allocated to each operator.

Goal LU 8 Industrial areas are clean, safe, and aesthetically pleasing.

Policy LU 8.1 Strategic Zoning Enforcement. Further develop collaborative enforcement programs with other agencies to address uses in violation of the permitting, licensing, and regulatory requirements of local and state agencies, initially prioritizing industrial areas near residential uses.

Policy LU 8.2 Enforce Operations On-Site. Enforce requirements that industrial uses fully accommodate their operations on-site and do not operate or maintain storage of in any public right- of-way.

Policy LU 8.3 Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

Policy LU 8.4 Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

Goal LU 9 Reduce the harms caused by freeway infrastructure through introduction of freeway cap parks and community amenities along existing freeway corridors.

Policy LU 9.1 Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.

Policy LU 9.2: Encourage vegetative buffers along freeways to trap/filter pollutants from vehicles.

Goal LU 10 Art that enriches the public realm by inviting people to connect with cultural identity, patterns, and treasures is provided within each of the communities of the Area Plan.

Policy LU 10.1 Murals. Support efforts to preserve and restore the rich inventory of murals found throughout the Metro Area.

Policy LU 10.2 Local Artists. Encourage mural work by local artists along blank building surfaces along alleyways and side streets, where appropriate.

Policy LU 10.3 Diversity of Public Art. Consider opportunities for multiple and diverse forms of public art, including but not limited to seating, lighting, landscaping, shade structures, and outdoor installations.

Goal LU 11 Collaboration with stakeholders and partners to realize the vision of the Metro Area Plan.

Policy LU 11.1 Public Engagement. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups in the planning process.

Goal TOD 1 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy TOD 1.1 Housing and Mixed-Use Development. Provide mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. (Refer to Infill Development policies in the Land Use Element and Housing Availability policies in the Housing Element of the General Plan for more information.)

Policy TOD 1.2 Public Facilities and Transit. Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.

Policy TOD 1.4 Incentivize Specific Uses. Incentivize development that incorporates desired uses, such as affordable housing, job-generating uses, community-serving retail and services, entertainment venues, or other uses that meet the public's daily needs. Incentives can include reduced parking requirements, increased floor area ratio, increased height allowance, or other methods.

Policy TOD 1.5 Active Ground Floor. Promote high-quality urban design and active ground floors through design standards and a variety of allowed uses on major mixed use and commercial corridors.

Policy TOD 1.6 Parking. Efficiently manage the supply and demand of parking to accommodate customer, commuter, and resident parking, and encourage the use of shared parking whenever possible.

Goal TOD 2 Development in Transit Oriented Districts supports transit use, encourage active transportation connectivity, and revitalizes station areas.

Policy TOD 2.1 Commercial Uses and Accessory Commercial Uses. Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers. (see also Policy LU 7.1)

Policy TOD 2.2 Active Transportation. Prioritize station area design to support active transportation and connectivity to the pedestrian and bicycle networks.

Policy TOD 2.3 Station Area Identity. Create physical and visual connections between each Metro rail 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. (Refer to TOD Specific Plans and Active Transportation Design policies in the Mobility Element of the General Plan and the Connectivity section of this plan for related policies.)

Policy TOD 2.4 Public Art. Integrate public art throughout TODs, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.

Policy TOD 2.5 Sidewalks. Prioritize sidewalk repairs, ensuring ADA accessibility, within a half-mile radius of an identified TOD.

Policy TOD 2.6 At-Grade Rail Crossing. Inventory pedestrian rail crossings within the TOD station areas and seek funding opportunities for pedestrian safety enhancements.

Goal HW/EJ 1 Community members are protected from pollution.

Policy HW/EJ 1.1 Sensitive Land Uses. Encourage development of new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks. Incorporate adequate setbacks, air filtration systems, or other measures to minimize negative environmental and health impacts.

Policy HW/EJ 1.2 Contaminated Sites. Promote the reuse and remediation of contaminated sites to residential standards, giving priority to sites proximate to residential areas.

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into parks, community gardens, and other green space, where feasible and appropriate.

Policy HW/EJ 2.2 Enhance Connectivity to Public Spaces. Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, schools, and cultural facilities.

Goal HW/EJ 3 Healthy foods are accessible and affordable.

Policy HW/EJ 3.1 Repurpose Underutilized Space for Food Access. Support farmers' markets and community gardens at community parks, schools, vacant lots, and within overhead utility easements.

Policy HW/EJ 3.2 Urban Agriculture. Promote the use of the Urban Agriculture Incentive Zone and other incentives to convert underutilized properties and expand access to healthy and affordable foods.

Policy HW/EJ 3.3 Fresh Food Options Through Permits. Encourage supermarkets, food vendors, eateries, and other food related retailers to provide healthy, fresh food options through outreach and also by applying conditions in discretionary projects.

Policy HW/EJ 3.4 Edible Gardens in New Developments. Provide development incentives for including space for edible gardens within new developments over 10 units.

Policy HW/EJ 3.5 Accessory Commercial Food Uses. Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods, including accessory commercial units (ACUs).

Goal HW/EJ 4 Community members are meaningfully engaged and have access to information and resources on issues that impact them.

Policy HW/EJ 4.1 Access to Public Information. Encourage community participation in local matters, such as land use decision making, by ensuring outreach is inclusive. Provide multilingual outreach that occurs both in person and virtually and involves community groups and local programming as much as possible.

Policy M 1.3 Transit Stations as Assets. Work with Metro to seek opportunities to incorporate public art and other amenities at transit stations to enhance the local environment.

Goal M 2 The pedestrian and bicycle networks are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers.

Policy M 2.1 Pedestrian Connections. Increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of 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. (Refer to Complete Streets and Active Transportation Design policies in the Mobility Element of the General Plan for more information.)

Policy M 4.5 Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, 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.

Goal ED 1 Small commercial, manufacturing, and artisan businesses are supported through local community development efforts.

Policy ED 2.1 Support the transition of aged industrial spaces to revitalized job-generating uses that are compatible with their immediate environment.

Goal S/CR 1 Reduced crime and perception of crime through environmental design.

Policy S/CR 1.1 Urban Design. Pursue urban design strategies that reduce the opportunity for crime and violence in parks and in public streets, such as Crime Prevention through Environmental Design, which facilitates visibility into and monitoring of public space by residents and law enforcement.

Policy S/CR 1.2 Natural Surveillance in Public Spaces. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them.

Policy S/CR 1.3 Community-Based Crime Prevention. Support ongoing interaction, coordination, and communication among existing community-based foot and bicycle patrols, watch programs, and neighborhood and business organizations.

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR3.1 Urban Cooling. Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy S/CR 3.3 Improved Shade. Increase shade through trees and shade structures, especially around transit stops and along pedestrian and bike pathways.

Policy S/CR 3.4 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Policy S/CR 3.5 Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Community-Specific Goals and Policies

East Los Angeles

Goal 3 Comprehensive Design. Design streets and sidewalks that meet the needs of pedestrians, bicyclists, transit users, and motorists.

Goal 4 Diverse industries that provide quality work for the local community.

Policy 4.1 Core Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

Policy 4.3 Biomedical and Research Partnerships. Explore strategies to create partnerships for education and professional advancement with biomedical and research and

development industries such as Kaiser Permanente and LAC +USC Medical Center that could lead to community-based employment opportunities for residents.

Policy 4.4 Medical and Educational Industries. Bolster employment by attracting medical and educational industries or similar research and development industries to the rezoned industrial areas north of Interstate 10 near the LAC + USC Medical Center.

Goal 5 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 5.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long term economic development and promote equitable outcomes for current residents and local business owners. Commercial corridors include Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

Policy 5.2 Existing Commercial Businesses. Preserve existing markets and small businesses that provide specialty goods and services and/or desirable commercial uses or cultural institutions that cater to the community.

Policy 5.3 Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community.

East Rancho Dominguez

Policy 8.1 Routes Aligned with County Plans. Prioritize bicycle improvements aligned with the County of Los Angeles Bicycle Master Plan and Vision Zero Action Plan with a focus on east–west connections and connections to the Los Angeles River Bicycle Trail.

Goal 9 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 9.1 Opportunity Area Improvements. Prioritize complete street improvements along Compton Boulevard and Atlantic Avenue and the Neighborhood Center at the corridor intersection.

Goal 10 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 10.1 Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Atlantic Avenue and East Compton Boulevard, which are identified as Opportunity Areas in the County General Plan.

Policy 10.2 Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

Florence-Firestone

Goal 13 Create vibrant TODs with high quality architecture, mixed-use development at transit nodes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and beautiful active transportation network.

Policy 131 Transit Oriented Development Specific Plan Areas. Prioritize complete street improvements within the TOD Specific Plan areas.

Policy 13.2 Mixed Use Corridors. Increase economic vitality by supporting neighborhood mixed use along Nadeau, Holmes, Compton and Firestone to provide housing, jobs and neighborhood services for community members in proximity to the Metro A Line stations.

Policy 13.3 Unbundled Parking. Require unbundled parking for housing units in mixed use areas to separate the cost to rent a parking space from the cost of renting a residential unit, increasing affordability, and supporting more sustainable development.

Policy 13.4 Slauson Avenue Station Transit District. Leverage the future West Santa Ana Branch transit line shared station area and Rail to Rail pedestrian and bicycle corridor by re-envisioning the Slauson Station TOD area to create a vibrant high-density job-generating district that supports taking transit, walking, and biking with housing, employment uses, and neighborhood services.

Policy 13.5 Firestone Neighborhood Housing Options. Enable a wider variety of low to medium density housing options within parts of the ½ mile area around the Firestone Metro A Line stations to increase housing supply and help lower residential risk to displacement.

Policy 13.6 Slauson Station Access. Prioritize access improvements focused around Slauson Station to further support future West Santa Ana Branch and Rail to Rail transportation investments.

Goal 14 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy 14.1 Florence Avenue Station Land Uses. Transition land uses in the industrially zoned area near the Florence A Line Station to higher-density job-generating uses that include a mix of commercial, office, research and development, and compatible light industrial development with a pedestrian-oriented urban presence.

Policy 14.2 Development Near Florence Station. Support the development of mixed-use buildings, diverse retail options, and community-service uses adjacent to the Metro Florence Blue Line station that contribute to the architectural quality of the community.

Policy 14.3 Slauson Avenue Station Land Uses. Promote locating high-density job-generating uses near the Slauson Metro A Line Station with a focus on commercial, light industrial, research and development, and office uses.

Policy 14.4 Firestone Boulevard Station Land Uses. Develop diverse community-serving commercial retail and services with continuous, pedestrian-oriented street frontage to activate the Firestone Boulevard commercial corridor and station adjacent areas.

Policy 14.5 Metro A Line Access. Coordinate with Metro to provide direct, clear, and safe pedestrian access to bus transfers at the Metro A Line stations.

Policy 14.6 Maintain neighborhood stability further from Metro Stations. Focus new development around the three Metro A Line stations by maintaining existing residential zoning outside the TOD areas.

Goal 15 Diverse industries that provide quality work for the local community.

Policy 15.1 Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Opportunity Areas and commercial corridors, such as Slauson Avenue, Florence Avenue, Firestone Boulevard and Compton Avenue.

Policy 15.2 Transit Centers. Promote the areas identified as Transit Centers as land suitable for regional employment and commercial retail uses and complementary uses such as multifamily housing.

Policy 15.3 Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the workforce within industrial areas.

Goal 16 Capitalize on regional location and transportation network to improve access to businesses.

Policy 16.1 Incentivize Commercial Development. Promote business retention, relocation, and entrepreneurialism in Florence-Firestone to fulfill commercial needs in the community and offer incentives to businesses and property owners to develop properties.

Policy 16.2 Land Use Assembly. Support land use assembly by allowing low impact industries by right and/or by streamlining the permitting process to provide development certainty.

Policy 16.3 Pedestrian and Bicycle Facilities. Improve the surrounding pedestrian and bicycle infrastructure near transit hubs to increase retail activity and act as a catalyst for economic growth and development.

Walnut Park

Policy 19.2 Active Transportation Funding. Pursue funding for the design and construction of a project that incorporates the community preferred improvements from the State's Active Transportation Program and other similar grant opportunities.

Goal 20 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 23.1 Complete Street Prioritization. Prioritize complete street enhancements along Pacific Boulevard, Seville Avenue, and Florence Avenue.

Goal 21 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 21.1 Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Corridor Opportunity Areas, Pacific Boulevard and Florence Avenue.

Policy 21.2 Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

Goal 22 Diverse industries that provide quality work for the local community.

Policy 22.1 Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

West Athens-Westmont

Policy 24.2 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Pan, with particular focus in the northern half of the community and on major thoroughfares where crashes involving pedestrians and cyclists are most heavily concentrated.

Goal 25 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 25.1 TOD Specific Plan. Prioritize complete street improvements within the TOD Specific Plan Area.

Goal 26 Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.

Policy 26.1 Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont(2020). Support recommendations to implement a safer, pedestrian-friendly, vibrant, and

community-inspired and -oriented transit station at the Vermont/ Athens Metro C Line (Green) station.

Goal 27 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 27.1 Infill Development. Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial land, particularly around the Transit and Neighborhood Center Opportunity Areas.

Policy 27.2 Neighborhood Serving Uses. Encourage neighborhood serving uses along the Corridor Opportunity Area that are compatible with surrounding residential uses.

Policy 27.3 Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Western Avenue, Vermont Avenue, and Normandie Avenue.

Goal 28 Diverse industries that provide quality work for the local community.

Policy 28.1 Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

Policy 28.2 Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

West Rancho Dominguez-Victoria

Policy 29.1 Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

Policy 29.2 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Pan.

Goal 30 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 30.1 Opportunity Areas. Promote Opportunity Areas and commercial corridors, such as Rosecrans Avenue and Avalon Blvd, as key locations suitable for restaurants, grocery stores, and other neighborhood serving uses to activate the planning area.

Policy 30.2 Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

Goal 31 Support introduction of cleaner rand quitter industrial uses.

Policy 31.1 Facilitate transition. Encourage neighborhood-friendly clean, green, light industrial uses to minimize the impact on historically industry-adjacent residents.

Policy 31.2 Clean Tech Industries. Attract clean tech industries such as research and development in areas along the Avalon Blvd and San Pedro St corridors.

Willowbrook

Policy 32.1 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Pan, with particular focus on Willowbrook Avenue and at-grade rail crossings.

Goal 33 Create complete streets that improve access to the Transit Oriented Development Specific Plan Area.

Policy 33.1 Access Through the Community. Prioritize complete street improvements that enhance access through the community and between residential and commercial areas.

Goal 34 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy 34.1 Willowbrook/Rosa Parks TOD Specific Plan. Support recommendations to facilitate mixed use development and increase housing opportunities and neighborhood-serving retail uses, all while improving pedestrian linkages to major community assets like the Kenneth Hahn Plaza, MLK Medical Center, and the Charles R. Drew University of Medicine and Science.

Goal 35 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 35.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.

Policy 35.2 Healthcare Services and Office Uses. Encourage neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro A/C Line Station and Opportunity Areas identified as Transit Center, Corridor and Neighborhood Center Opportunities.

Goal 36 Diverse industries that provide quality work for the local community

Policy 36.1 Transit Centers. Promote the area in the Transit Center as suitable for educational services and health care industries and neighborhood serving retail.

Policy 36.2 Industrial Flex District. Promote the area in the Industrial Flex District as suitable for cleaner industrial uses that are compatible with surrounding residential uses.

4.11.2.4 Impact Analysis

Threshold 4.11-1 Would the project physically divide an established community?

The Metro Area Plan is a policy document that would not result in the construction or operation of any new development or infrastructure projects; therefore, the Metro Area Plan would not result in any direct impacts on the environment through the construction of any roads, structures, or other transportation facilities that could physically divide an established community. Implementation of the Metro Area Plan would result in changes to land use designations and zones, which would allow for additional future development to occur; however, none of these policies or land use changes would facilitate construction of development projects or linear infrastructure projects that could divide an established community. The proposed upzoning within the residential communities would result in infill residential development within existing residential communities, rather than facilitating new housing in suburban or rural communities that could be physically divided by new housing. The proposed mixed-use zones would be located along active commercial corridors and the introduction of residential uses into commercial zones would not physically divide an established community.

Similarly, the introduction of ACUs as allowable uses on corner lots within residential zones would not result in new development that would divide an established community. Many residential-only neighborhoods in the Project area currently contain pockets of commercial activity, such as corner markets or in-home businesses. Some of these commercial uses and activities pre-date modern zoning laws and have become legally non-conforming with current regulations; others are recent occurrences. The objective of the proposed encouragement of ACUs within corner lots of residential communities is to provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Project area's neighborhoods and would not physically divide an established community.

Within five years of Project approval, the proposed Industrial Program would adopt two new industrial base zones (M-0.5 and LSP) as defined in Table 3-2 of Chapter 3 of this Recirculated PEIR. The proposed LSP zone would facilitate research and development uses such as cleantech, biotech, and biomedical, while the proposed M-0.5 zone and would facilitate small-scale urban manufacturing or production, design, distribution, and repair of products within "transition" areas between heavier industrial zones and residential areas or other sensitive uses. The Project would also revise Section 22.22.010 of the Zoning Code to amend the "General Purpose" language of industrial zone regulations to include the following: "Industrial Zone regulations encourage all types of industrial establishments to achieve compatibility in the characteristics of their activities and processes in a manner that strives to be harmonious with nearby surrounding community character and nearby sensitive uses." In accordance with the proposed General Purpose for industrial zones, the proposed LSP and M-0.5 zones would provide an opportunity for existing heavy industrial and manufacturing land uses to transition to "cleaner" life science and small-scale, custom manufacturing industries in areas adjacent to residential communities and other sensitive uses.

The Metro Area Plan does not include any conversion of existing residential land uses to industrial but would potentially facilitate the transition of heavier industrial uses to life science, artisan production, and custom manufacturing industries, which would be more compatible with residential and other non-industrial uses. The transition to industrial in these areas would facilitate would not physically divide an established community.

In summary, the Metro Area Plan's proposed land use and zoning changes would not introduce radically different land uses into neighborhoods, propose new street patterns, or otherwise divide existing communities. Implementation of the Metro Area Plan would have less than significant impacts related to physically dividing established communities. There are some proposed policies that would facilitate connectivity within existing neighborhoods as further described under Threshold 4.11-2 below.

Threshold 4.11-2 Would the project cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Chapter 3, Area-Wide Goals and Policies, of the Metro Area Plan outlines the shared goals and policies across all seven community areas and is organized into five sections: 3.1, Land Use; 3.2, Health, Wellness, and Environmental Justice; 3.3, Mobility; 3.4, Economic Development; and 3.5, Safety and Climate Resiliency. Chapter 4, Community-Specific Goals and Policies, of the Metro Area Plan highlights goals and policies unique to the seven communities in the Metro Planning Area. The following reports, studies and plans informed the preparation of the goals and policies of the Metro Area Plan:

- Los Angeles County General Plan 2035
- Los Angeles County 6th Cycle Housing Element Update
- Los Angeles County Housing Element Programs
  - Inclusionary Housing Feasibility and Implementation
  - Comprehensive Residential Design and Development Standards
  - Housing for Acutely Low-Income Households Program
  - Reasonable Accommodations Ordinance Update and Removal of Zoning Barriers to Fair Housing
  - Rent Stabilization and Mobilehome Rent Stabilization Ordinances
- Los Angeles County OurCounty Sustainability Plan
- Los Angeles County Climate Vulnerability Assessment
  - Los Angeles County Code
- Chapter 22.120 Density Bonus
- Los Angeles County Green Zones Program
- Connect SoCal—2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
- Other Community and Specific Plans
  - East Los Angeles: Community Plan (1988), 3rd Street Specific Plan (2014)
  - Florence Firestone: Community Plan (2019), Transit Oriented District Specific Plan (2022)
  - Walnut Park: Neighborhood Plan (1987)
  - Willowbrook: Transit Oriented District Specific Plan (2018)

For the purposes of this analysis, the applicable County land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect include the County's General Plan, OurCounty Plan, Green Zones Program, County Code, as well as the community plans, CSDs, and specific plans discussed under Section 4.11.1.1, Regulatory Setting.

Los Angeles County General Plan 2035

As stated under Section 4.1.1.1, Regulatory Setting above, Program LU-1: Planning Areas Framework Program in General Plan Chapter 16, General Plan Implementation Programs, requires implementation of the Metro Area Plan, as follows: "The General Plan serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and other policy issues that are specific to the Planning Area. The Planning Areas Framework Program shall entail the completion of an area plan for each of the 11 Planning Areas" (County of Los Angeles 2015a).

Therefore, the creation and implementation of the proposed Project is explicitly required by the General Plan. An evaluation of potential conflicts between the adopted Guiding Principles and the applicable Land Use Goals and Policies of the General Plan and the proposed land use changes and Goals and Policies of the Metro Area Plan is provided in Table 4.11-1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Chapter 3. Guiding Principles		
1.	Employ Smart Growth	***No Conflict***. The Metro Planning Area is a highly urbanized community that is surrounded by incorporated cities and does not include rural or greenspace/undeveloped lands. The proposed upzoning within the residential communities would result in infill residential development within existing residential communities, rather than facilitating new housing in suburban or rural communities. The Metro Area is served by local and limited stop buses on all major and secondary highways as well as three Metro rail lines: A Line (Blue), C Line (Green), and L Line (Gold). Implementation of the Metro Area Plan would facilitate growth and development of both housing and employment opportunities near to the transit facilities located within the urban core, thereby implementing smart growth policies.
2.	Ensure community services and infrastructure are sufficient to accommodate growth	***No Conflict***. As stated in Section 4.15, Public Services and Section 4.19, Utilities and Service Systems of this Recirculated PEIR, the Metro Area Plan sets forth numerous goals and policies related to promoting adequate community services and infrastructure in the Planning Area, including but not limited to law enforcement presence, community based crime prevention, urban design and lighting, maintenance for transit facilities, fortification of critical energy assets, development of open space and parks, and improvements of water, sewer, energy, and stormwater management, to support the growth and development of businesses. These policies would encourage community services and infrastructure that is sufficient to accommodate the growth that would occur through buildout of the Planning Area.
3.	Provide the foundation for a strong and diverse economy	***No Conflict***. The Metro Area Plan would facilitate ACUs within corner lots of residential communities to provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services,

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. Within five years of Project approval, future rezoning implemented under the Industrial Program in existing industrial areas proximate to non-industrial uses would provide an opportunity for existing, heavier industrial and manufacturing land uses to transition to cleaner uses, such as research and development, artisan manufacturing, cleantech, biotech, and biomedical. These new uses would provide the foundation for a strong and more diverse economy within the Metro Planning Area.
4.	Promote excellence in environmental resources management	***No Conflict***. The Metro Area Plan is an urban community, and the proposed land use and policy changes would not disrupt sensitive biological resources. There are no Significant Ecological Areas that would be affected by the proposed Project. The Project would implement smart growth policies, as stated under the evaluation of Guiding Principle 1, above, which relieves pressure to develop greenspace and currently undeveloped lands.
5.	Provide healthy, livable and equitable communities.	***No Conflict***. The Metro Area Plan would promote compatible land uses that would facilitate neighborhood connections by placing residents in proximity to employment, thereby promoting pedestrian activity and reduced requirements for vehicle travel, thereby encouraging healthy communities. The Metro Area Plan's Environmental Justice Chapter includes policies that would actively address pollution exposure and air quality, public facilities, food access, safe and sanitary homes, physical activity, community engagement, and improvements and programs that address the needs of disadvantaged communities.
PROPOSED 6	*Promote strength, community voice, and equity outcomes.*	***No Conflict***. The Metro Area Plan would add Guiding Principle 6 to the General Plan. In support of this principle, stakeholder and community engagement was an important foundational backbone to the preparation of the Metro Area Plan. Outreach and engagement included online introductory sessions, community-specific visioning workshops, in-person open houses; virtual topic-based workshops; meetings with stakeholders, and meeting with the Community Advisory Committee. Through this process, Project area community members were able to share individual and community-wide concerns. Specific themes brought up in the community outreach process included environmental quality concerns related to colocation of industrial and residential uses, lack of affordable housing, and lack of access to neighborhood-serving grocery and services. The Project includes programs and policies intended to respond to themes brought up during the community engagement process, including facilitating development of affordable housing and ACUs. For these and other reasons, the implementation of the Metro Area Plan would help promote strength, community voice, and equity outcomes

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		within the unincorporated County, in support of the proposed General Plan Amendment.
Chapter 6. Land Use Element		
Goal LU 1	A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.	***No Conflict***. The land use changes set forth in the Metro Area Plan would implement the General Plan. Refer to Guiding Principles 1 through 5 for the Metro Area Plan's consistency with the General Plan's Guiding Principles and refer to all conflict evaluations herein for consistency with the General Plan's Goals and Policies.
Policy LU 1.1	Support comprehensive updates to the General Plan, area plans, community plans, coastal land use plans and specific plans.	***No Conflict***. The Metro Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the Metro Area Plan. The proposed General Plan Amendment No. RPPL2021011925 would consist of four primary elements: (1) amend Chapter 3, Guiding Principles; (2) amend Chapter 6, Land Use Element; (3) rescind three existing adopted community/neighborhood plans; and (4) establish the Metro Area Plan itself, which would include goals, policies, and programs for the Project area.
Goal LU 2	Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.	***No Conflict***. A Community Outreach Plan was developed at the onset of the Metro Area Plan, which defined outreach goals and objectives and established a coordinated and holistic approach to public engagement. The following goals underpin the Area Plan's engagement strategy: ▪ Empower residents, business owners, and community advocates to meaningfully participate in the planning process. ▪ Engage active participants (as opposed to passive audiences) in the planning process. ▪ Create a forum that supports future community-driven programs, plans, and investments. ▪ Build trust and consensus around the vision by instilling confidence, credibility, and transparency in the planning process. ▪ Use innovative, interactive tools, both physical and virtual, to maximize involvement and protect the planning process from outreach fatigue. ▪ Educate, inform, and increase public understanding of the segregationist origins of planning policy and support community empowerment that challenges the past. The valuable public feedback collected informed the recommendations presented in the Metro Area Plan to ensure the Project addresses the needs and concerns of residents, stakeholders, and advocates. Refer to proposed HW/EJ Policies 6.1, 6.2 and 7.1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 2.1:	Ensure that all community-based plans are consistent with the General Plan.	***No Conflict***. The Metro Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the Metro Area Plan. The land use changes set forth in the Metro Area Plan would implement the General Plan. Refer to Guiding Principles 1 through 5, above, for the Metro Area Plan's consistency with the General Plan's Guiding Principles and refer to all conflict evaluations herein for consistency with the General Plan's Goals and Policies.
Policy LU 2.2:	Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts.	***No Conflict***. See discussion for General Plan Goal LU 2.
Policy LU 2.3:	Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts.	***No Conflict***. See discussion for General Plan Goal LU 2.
Policy LU 2.4:	Coordinate with other local jurisdictions to develop compatible land uses.	***No Conflict***. See discussion for General Plan Goal LU 2.
Policy LU 2.5:	Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.	***No Conflict***. See discussion for General Plan Goal LU 2.
Policy LU 2.6:	Consider the role of arts and culture in community-based planning efforts to celebrate and enhance community character.	***No Conflict***. The Metro Area Plan includes policies that would facilitate the incorporation of public art at transit stations and throughout TODs to enhance the local environment, encourage active transportation connectivity, revitalize station areas, and promote community-friendly, appropriately designed noise barriers. The Project also includes goals and policies supporting cultural institutions and the incorporation of arts and cultural elements into community-based planning efforts (see proposed Goals LU 2 and 10 and Policies LU 2.2, 2.3, 3.3, 10.1, 10.2, 10.3, HW/EJ 2.2, M 1.3, and ED 1.2). In addition, although not always formally recognized by the County, ACUs and mobile vending practices (such as food trucks and carts) are already part of the cultural fabric in many Project area communities. Accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		type of commercial activity to continue in residential neighborhoods. The Metro Area Plan also includes policies and programs that recognize the important role mobile vending plays in several Project area communities in an effort to enhance community culture and character. For example, proposed Program 8, Mobile Food Vending Zoning Ordinance and Implementation, would study the feasibility of amending the Zoning Code to allow food trucks on private properties in certain zones.
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.	***No Conflict***. The Metro Area Plan includes Chapter 4, Community-Specific Goals and Policies, which sets forth policies that individually address the unique character, challenges, and opportunities of each community. When appropriate based on the unique characteristics of the area, community-specific goals are provided that relate to the Area Plan (Land Use; Health, Wellness, and Environmental Justice; Mobility; Economic Development; and Safety and Climate Resilience).
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.	***No Conflict***. As stated in Section 4.19, Utilities and Service Systems of this Recirculated Draft PEIR, the Metro Area Plan sets forth numerous goals and policies related to economic development that promote adequate community services and infrastructure in the Planning Area, including but not limited to improvements of water, sewer, energy, and stormwater management, to support the growth and development of businesses. Policy LU 3.1 of the Metro Area Plan calls for commercial corridor enhancement, including requirements to enhance streetscapes and associate pedestrian infrastructure, to attract visitors, pedestrians, and investors. The Metro Area Plan also includes policies to support and enhance associated infrastructure related to pedestrian connectivity and bicycle networks (Goal M.2, Policy M 2.1), electric vehicles (Policy M 4.5), and Metro stations and rights-of-way (Policies TOD 2.3, TOD 2.4 and S/CR 2.3). These policies would encourage the County to work with Public Works, Metro, and other relevant agencies to assess infrastructure to ensure it is sufficient to accommodate the growth that would occur as a result of the Metro Area Plan buildout.
Policy LU 2.9:	Utilize the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.	***No Conflict***. As stated above, the Metro Area Plan considered numerous reports, studies, and plans in the development of the Plan, including the General Plan and all applicable County plans to inform the development of the land use policy maps. Specifically, the Metro Area Plan implements the goals of the General Plan and uses the land use legend, hazard, environmental resources constraints model to inform the land use maps and policy for the Metro Planning Area.
Policy LU 2.10:	Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that	***No Conflict***. The Metro Area Plan's proposed zone change would update the zoning map, including zoning maps in the TOD specific plans (i.e., East Los Angeles 3rd Street, Connect Southwest LA, and the Willowbrook) to maintain consistency with the updated land use policy map and incorporate the

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	includes zoning map changes and Zoning Code amendments, as needed.	proposed rezoning as identified in the Housing Element Update to meet the RHNA goals for Los Angeles County. In addition, the Metro Area Plan would rezone A-1 parcels that support existing residential uses and are not currently used for agricultural purposes to R-1.
Policy LU 2.11:	Update community-based plans on a regular basis.	***No Conflict***. The Metro Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the Metro Area Plan. This is the first Area Plan for this community and covers development within the Metro Planning Area through 2035.
Policy LU 2.12:	Community-based plans and existing specific plans shall be updated, as needed, to reflect the General Plan Land Use Legend as part of a comprehensive area planning effort. An exception to this is for coastal land use plans, which are subject to the California Coastal Act and to review by the California Coastal Commission.	***No Conflict***. Refer to discussion for General Plan Policies LU 2.10 and 2.11. Further, the Metro Planning Area does not contain any areas within the Coastal Zone.
Goal LU 3	A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs.	***No Conflict***. Refer to discussion for Guiding Principle 1 and General Plan Goal LU 1. Also, the Metro Planning Area does not contain any lands that are within an SEA or that are undeveloped greenspace with sensitive biological resources.
Policy LU 3.1	Encourage the protection and conservation of areas with natural resources, and SEAs.	***No Conflict***. Refer to discussion for General Plan Goal LU 3, above.
Policy LU 3.2	Discourage development in areas with high environmental resources and/or severe safety hazards.	***No Conflict***. As discussed in Section 4.4, Biological Resources, Section 4.7, Geology and Soils, Section 4.9, Hazards and Hazardous Materials, Section 4.12, Mineral Resources, and Section 4.20 Wildfire of this Recirculated Draft PEIR, the Metro Area Plan does not encourage additional development within areas with high environmental resources and/or severe safety hazards. As discussed in Section 4.12 of this Recirculated Draft PEIR, although future development under the Industrial Program may occur in areas with active oil and gas extraction, the Project would not result in the loss or availability of these resources.
Policy LU 3.3	Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	infrastructure projects are planned, such as state and/or federal highways.	
Goal LU 4	Infill development and redevelopment that strengthens and enhances communities.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1. Refer to proposed Metro Area Plan LU Policies 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 7.1, 7.2, 7.3, 7.4,8.1, 8.2, 8.3, and 8.4. Refer to proposed Metro Area Plan HW/EJ Policies 1.1, 1.2, 2.1, 2.2, 3.1, 3.2, 3.3, 3.4, 3.5, and 4.1.
Policy LU 4.1	Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1. Refer to proposed Metro Area Plan LU Policy 8.3. Refer to proposed Metro Area Plan HW/EJ Policies 1.2, 2.2, 3.1, and 3.5.
Policy LU 4.2	Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.	***No Conflict***. The Project would rezone and/or redesignate underutilized parcels (identified in the Housing Element) to support more dense residential development. The Project would also allow ACUs in corner lots within residential zones in the Project area to create opportunities for local entrepreneurship and take advantage of underutilized space(s) within existing residential lots and structures. The Metro Area Plan also includes policies to encourage future development in the Project area to reuse and remediate contaminated sites (HW/EJ Policy 1.3) and to improve and rehabilitate unsafe housing (HW/EJ Policy 2.1).
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.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1. Refer to Metro Area Plan LU Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, and 3.4.
Policy LU 4.4	Encourage mixed use development along major commercial corridors in urban and suburban areas.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1. Refer to proposed Metro Area Plan LU Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, and 3.4.
Goal LU 5:	Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	***No Conflict***. The Metro Area Plan provides a balanced mix of land uses to provide jobs, housing, and commercial services in proximity to one another, ensuring compatibility between land uses and their environments. The Project proposes mixed-use zones that would be located along commercial corridors as well as ACUs as allowable uses on corner lots within residential zones, which would provide convenient pedestrian access to

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods. Under the Industrial Program, the proposed LSP and M-0.5 zones on select candidate parcels would be implemented within five years of Project approval. The proposed LSP zone would facilitate research and development uses such as cleantech, biotech, and biomedical, while the M-0.5 zone would allow for neighborhood-scale urban manufacturing uses such as production, design, distribution, and repair of products. Together, these proposed zones would provide an opportunity for existing heavy industrial and heavy manufacturing land uses proximate to residential and other non-industrial uses to transition to cleaner industrial uses. The intent of the Industrial program is to encourage uses that are more compatible with the proximate residential or other non-industrial uses, which would provide a mix of land uses and services and support vibrant, livable, healthy communities. Refer to proposed Metro Area Plan LU Policies 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 7.1, 7.2, 7.3, 7.4, 8.1, 8.2, 8.3, and 8.4. Refer to proposed Metro Area Plan HW/EJ Policies 1.1, 1.2, 2.1, 2.2, 3.1, 3.2, 3.3, 3.4, 3.5, and4.1.
Policy LU 5.1:	Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	***No Conflict***. The Metro Area Plan provides for a mix of residential densities, including single- and multi-family, and encourages multi-family residential development that is scaled and designed to provide residents and neighbors with abundant natural light and privacy (Policy LU 1.4). The Metro Area Plan also supports inclusion of gathering spaces in mixed-use and multi-family residential development through floor area ratio increases or other relevant incentives (Policy LU 2.2) and would require residential development within mixed use commercial corridors to include 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 PU 3.3).
Policy LU 5.2:	Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.	***No Conflict***. In addition to the facilitation of ACUs on corner lots within residential zones, the Metro Area Plan provides for a mix of commercial types. Refer to proposed Metro Area Plan LU Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, and 6.4.
Policy LU 5.3:	Support a mix of land uses that promote bicycling and walking, and reduce VMTs.	***No Conflict***. As stated in Section 4.17, Transportation of this Recirculated Draft PEIR, the Metro Area Plan sets forth numerous goals and policies related to promoting mobility and alternative transportation, including but not limited to transit station improvements, pedestrian connectivity, bicycle amenities, carsharing, neighborhood parking, parking

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		management, electric vehicle infrastructure, promoting a mix of land uses and encouraging use of transit.
Policy 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.	***No Conflict***. Refer to discussion for General Plan Goal 5.
Policy LU 5.7:	Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.	***No Conflict***. Refer to discussion for General Plan Goal 5.
Policy LU 5.8:	Encourage farmers markets, community gardens, and proximity toother local food sources that provide access to healthful and nutritious foods.	***No Conflict***. The proposed LSP and M-0.5 zones would permit uses such as community gardens. The proposed ACU provisions would also allow neighborhood-serving eatery and café uses within residential zones to increase the availability of and access to healthy and nutritious foods. Refer to proposed Metro Area Plan LU Policies 4.1, 4.2, 4.3, and 4.4.
Policy LU 5.9:	Preserve key industrially designated land for intensive, employment-based uses.	***No Conflict***. Industrial practices would continue to operate throughout much of the Project area as they do under existing conditions. Within five years of Project approval, the future rezoning under the Industrial Program would only affect select industrial candidate parcels and would support the transition away from heavier industrial and manufacturing uses in areas that are adjacent or proximate to residential and other sensitive/non-industrial uses. The future uses facilitated under the Industrial Program are anticipated and intended to result in a net increase in jobs within the Project area and to provide opportunities for new employment based uses, such as life science facilities and artisan manufacturing. Refer to proposed Metro Area Plan LU Policies 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 7.1, 7.2, 7.3, 7.4, 8.1, 8.2, 8.3, and 8.4.
Policy LU 5.10:	Encourage employment opportunities and housing to be developed in proximity to one another.	***No Conflict***. Refer to discussion for General Plan Goal 5.
Goal LU 6	Protected rural communities characterized by living in a non-urban or agricultural environment at low densities without typical urban services.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Goal LU 7:	Compatible land uses that complement neighborhood character and the natural environment.	***No Conflict***. The Metro Area Plan's proposed land use and zoning changes would not introduce radically different land uses into residential neighborhoods. Many residential-only neighborhoods in the Metro Area currently contain pockets of commercial activity, such as corner markets or in-home businesses. Some of these commercial uses and activities pre-date modern zoning laws and have become legally non-conforming with current regulations; others are recent occurrences. The introduction of ACUs as allowable uses on corner lots within residential zones would provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Planning Area's neighborhoods. Further, future rezoning under the Industrial Program would provide an opportunity for existing industrial and manufacturing land uses to transition to cleaner industrial uses in areas adjacent or proximate to residential neighborhoods and other sensitive/non-industrial uses. The Metro Area Plan does not include any conversion of existing residential land uses to industrial; rather, through future land use and zone changes implemented under the Industrial Program, the Project would facilitate the transition of heavier industrial uses to life science industries and other "cleaner" industrial uses, which would be more compatible with residential and other sensitive/non-industrial uses. Refer to proposed Metro Area Plan LU Policies 1.1, 1.2, 1.3, 1.4, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4,7.1, 7.2, 7.3, 7.4, 8.1, 8.2, 8.3, and 8.4.
Policy LU 7.1:	Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.	***No Conflict***. Refer to discussion for General Plan Goal 7. Refer to proposed Metro Area Plan Policies LU 5.1 and 9.2.
Policy LU 7.2:	Protect industrial parks and districts from incompatible uses.	***No Conflict***. The Metro Area Plan would not introduce any new sensitive land uses, such as residential uses, in proximity to industrial areas.
Policy LU 7.3:	Protect public and semi-public facilities, including but not limited to major landfills, natural gas storage facilities, and solid waste disposal sites from incompatible uses.	***No Conflict***. Refer to discussion for General Plan Policy LU 7.2, above.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 7.4:	Ensure land use compatibility in areas adjacent to military installations and where military operations, testing, and training activities occur.	***No Conflict***. The Metro Area Plan would not introduce any new sensitive land uses, such as residential uses, in proximity to military installations or training areas.
Policy LU 7.5:	Ensure land use compatibility in areas adjacent to mineral resources where mineral extraction and production, as well as activities related to the drilling for and production of oil and gas, may occur.	***No Conflict***. As described in Section 4.12, Mineral Resources, the Industrial Program would facilitate cleaner industrial uses in areas where the production of oil and gas may occur, which is intended to address long-term impacts of residential-industrial adjacency. However, the Project would not introduce any new sensitive land uses, such as residential uses, proximate to mineral extraction or production activities. In addition, the Project would not conflict with implementation of the Oil Well Ordinance.
Policy LU 7.6:	Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.	***No Conflict***. A small portion of the 65 CNEL noise contour at the eastern edge of the Los Angeles International Airport Influence Area overlies a portion of West Athens-Westmont community (ALUC 2015b). Within this area, the introduction of ACUs as allowable uses on corner lots within residential zones would occur. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources by allowing the construction of new and/or renovated spaces to accommodate commercial uses within existing residential lots. The introduction of ACUs within this noise contour would be consistent with the restrictions placed on land uses within the contour, as commercial uses are consistent with the 65 CNEL.
Policy LU 7.7:	Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.	***No Conflict***. Refer to discussion for General Plan Policy LU 7.6, above.
Goal LU 9:	Land use patterns and community infrastructure that promote health and wellness.	***No Conflict***. The Metro Area Plan provides a balanced mix of land uses adjacent to accessible transit, which would facilitate the health benefits associated with increased pedestrian activity, encourage compatible land uses near residential areas, as well as generate increased community interactions through adjacency of mixed land uses. Refer to proposed Metro Area Plan LU Policies 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 7.1, 7.2, 7.3, 7.4, 8.1, 8.2, 8.3, and 8.4. Refer to proposed Metro Area Plan HW/EJ Policies 1.1, 1.2, 2.1, 2.2, 3.1, 3.2, 3.3, 3.4, 3.5, 4.1, and 4.2.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 9.1:	Promote community health for all neighborhoods.	***No Conflict***. Refer to discussion for General Plan Goal 9.
Policy LU 9.2:	Encourage patterns of development that promote physical activity.	***No Conflict***. Refer to discussion for General Plan Guiding Principle 1.
Policy LU 9.3:	Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods.	***No Conflict***. Refer to discussion for General Plan Goals 7 and 9. Refer to proposed Metro Area Plan LU Policies 4.1, 4.2, 4.3, and 4.4. Refer to proposed Metro Area Plan HW/EJ Policies 3.1, 3.2, 3.3, 3.4, and 3.5.

Source: County of Los Angeles 2015a

As demonstrated by Table 4.11-1 above, the Metro Area Plan would not conflict with any goals or policies within the Land Use Element of the County's General Plan adopted for the purpose of avoiding or mitigating an environmental effect. A discussion of potential conflicts with all other applicable goals and policies of the General Plan from the other elements, including Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development are evaluated within the applicable sections of this Recirculated Draft PEIR. As described within these sections, including Aesthetics (Section 4.1), Agriculture and Forestry Resources (Section 4.2), Air Quality (Section 4.3), Biological Resources (Section 4.4), Cultural Resources (Section 4.5), Energy (Section 4.6), Geology and Soils (Section 4.7), Greenhouse Gas Emissions (Section 4.8), Hazards and Hazardous Materials (Section 4.9), Hydrology and Water Quality (Section 4.10), Mineral Resources (Section 4.12), Noise (Section 4.13), Population and Housing (Section 4.14), Public Services (Section 4.15), Recreation (Section 4.16), Transportation (Section 4.17), Tribal Cultural Resources (Section 4.18), Utilities and Service Systems (Section 4.19) and Wildfire (Section 4.20), the Metro Area Plan would be consistent with all applicable goals and policies of the County's General Plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Special Management Areas

Airport Influence Areas. As described under Section 4.11.1.1, Regulatory Setting, the Airport Influence Areas shown in Figure 6.2 of the County's General Plan identifies a small portion of the 65 CNEL noise contour at the eastern edge of the Los Angeles International Airport Influence Area overlies a portion of West Athens-Westmont community (ALUC 2004). Within this area, the introduction of ACUs as allowable uses on corner lots within residential zones would occur. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources by allowing the construction of new and/or renovated spaces to accommodate commercial uses within existing residential lots. The introduction of ACUs within this noise contour would be consistent with the restrictions placed on land uses within the contour, as commercial uses are consistent with the 65 CNEL.

Transit Oriented Development. The Metro Area Plan would revise existing and create new development standards, including those in the existing TOD specific plans (East Los Angeles 3rd Street, Connect Southwest LA, and Willowbrook) to:

i. Facilitate well-designed multi-family residential and mixed-use developments with high-quality public and recreational spaces;

ii. Preserve existing naturally-occurring affordable housing supply, such as existing apartments; and

iii. Encourage neighborhood scale retail and commercial, such as corner stores and neighborhood markets within walking distance of residential areas.

These changes to existing TOD specific plans would be conducted in a manner that would be consistent with the Guiding Principles and Goals and Policies of the General Plan. In addition, the Project would update the TOD specific plan zoning maps for East Los Angeles 3rd Street TOD Specific Plan and the FFTOD Specific Plan to map the Green Zone (-GZ) Combining Zone on industrially-zoned lots in order to identify parcels subject to the Green Zone Ordinance. As the Green Zones Ordinance is an approved ordinance and all environmental impacts associated with the Green Zones Ordinance were comprehensively evaluated in the Los Angeles County Green Zones Program EIR (dated November 2021), mapping of the Green Zones parcels would not result in any new environmental impacts; rather the updated maps would serve as tools for policy makers, landowners, and other members of the public to clearly identify parcels where the Green Zone regulations currently apply. Furthermore, the FFTOD Specific Plan, which is the newest TOD within the Project area, includes land uses and policies that would not be altered by the Metro Area Plan. Apart from amending the FFTOD Specific Plan zoning map to identify parcels that are currently subject to Green Zones (as discussed above), no other changes to the FFTOD Specific Plan are proposed under the Project. In summary, the Metro Area Plan is consistent with the land uses and zoning implemented through the FFTOD Specific Plan.

OurCounty – Countywide Sustainability Plan

The Area Plan upholds and advances the programs, strategies, and actions conveyed in OurCounty. An evaluation of potential conflicts between the adopted Goals of the OurCounty Plan and the proposed land use changes and Goals and Policies of the Metro Area Plan is provided in Table 4.11-2.

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
1	Resilient and healthy community environments where residents thrive in place	***No Conflict***. The Metro Area Plan would promote compatible land uses that would facilitate neighborhood connections by placing residents in proximity to employment, thereby promoting pedestrian activity and reduced requirements for vehicle travel, thereby encouraging healthy communities.
2	Buildings and infrastructure that support human health and resilience	***No Conflict***. The Metro Area Plan provides a balanced mix of land uses adjacent to accessible transit, which would facilitate the health benefits associated with increased pedestrian activity, encourage compatible land uses near residential areas, as well as generate increased community interactions through adjacency of mixed land uses.
3	Equitable and sustainable land use and development without displacement	***No Conflict***. The Metro Area Plan addresses the land uses seven urban individual communities. The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area. However, the Project proposed land use and zoning changes to accommodate development of approximately 30,968 additional dwelling units that are expected to substantially increase the capacity for housing stock in the Project area. As such, any temporary indirect impacts associated with displacement would be offset by the anticipated increases in housing production. In addition, the County will be required to implement housing in accordance with the Project area's respective RHNA allocation, which would include the provision of various housing types, including low- and very low-income housing, in

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
		accordance with the anticipated demands for these housing types as allocated by the State.
4	A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy	***No Conflict***. The Metro Area Plan's proposed land use and zoning changes would not introduce radically different land uses into residential neighborhoods. Many residential-only neighborhoods in the Metro Area currently contain pockets of commercial activity, such as corner markets or in-home businesses. Some of these commercial uses and activities pre-date modern zoning laws and have become legally non-conforming with current regulations; others are recent occurrences. The introduction of ACUs as allowable uses on corner lots within residential zones would provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Planning Area's neighborhoods. Furthermore, future development under the Industrial Program would include research and development uses such as cleantech, biotech, and biomedical. The Industrial Program would provide an opportunity for existing industrial and manufacturing land uses on appropriate candidate parcels to transition to cleaner life science industries in areas adjacent to residential neighborhoods and other sensitive/non-industrial land uses. The Metro Area Plan does not include any conversion of existing non-industrial land uses to industrial but would facilitate the transition of heavier industrial uses to uses such as custom manufacturing, research and development, and life science industries, which would be more compatible with proximate non-industrial (e.g., residential) uses. Refer to LU Policies 1.1, 1.2, 1.3, 1.4, , 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 7.1, 7.2, 7.3, 7.4, , 8.1, 8.2, 8.3, and 8.4.
5	Thriving ecosystems, habitats, and biodiversity	***No Conflict***. The Metro Area Plan is an urban community, and the proposed land use and policy changes would not disrupt sensitive biological resources. There are no Significant Ecological Areas that would be affected by the proposed Project. The Project would implement smart growth policies, which relieves pressure to develop greenspace and currently undeveloped lands.
6	Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities	***No Conflict***. The Metro Planning Area is a highly urbanized community that is surrounded by incorporated cities and does not include beaches or other recreational waters. However, as described in Section 4.16, Recreation, the Planning Area does contain numerous parks and recreational opportunities. Further, as described in Section 4.5, Cultural Resources, the Planning Area contains numerous cultural assets that would be celebrated through implementation of the Plan. The Metro Area is served by local and limited stop buses on all major and secondary highways as well as three Metro rail lines: A Line (Blue), C Line (Green), and L Line (Gold). Implementation of the Metro Area Plan would facilitate growth and development of both housing and employment opportunities

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
		near to the transit facilities, which would facilitate access to these community amenities.
7	A fossil fuel-free LA County	***No Conflict***. As stated in Section 4.17, Transportation of this Recirculated Draft PEIR, the Metro Area Plan sets forth numerous goals and policies related to promoting mobility and alternative transportation, including but not limited to transit station improvements, pedestrian connectivity, bicycle amenities, carsharing, neighborhood parking, parking management, electric vehicle infrastructure, promoting a mix of land uses and encouraging use of transit. The goals and policies set forth in the Mobility Chapter would encourage reductions in VMT and support County's efforts to develop a zero emission energy and transportation system.
8	A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency	***No Conflict***. The Metro Area Plan would not directly result in any transportation infrastructure improvements, but as stated under Goal 7 above, it would encourage reductions in VMT and support County's efforts to reduce reliance upon the automobile.
9	Sustainable production and consumption of resources	***No Conflict***. The Metro Area Plan would not directly influence production of resources; however, the Planning Area is highly urban, and the proposed land use and policy changes would not disrupt sensitive biological resources. The Project would implement smart growth policies, which relieves pressure to develop greenspace and currently undeveloped lands. The Project would implement smart growth policies, which relieves pressure to develop greenspace and currently undeveloped lands.
10	A sustainable and just food system that enhances access to affordable, local, and healthy food	***No Conflict***. The Metro Area Plan would facilitate ACUs within corner lots of residential communities to provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The Project would also support local entrepreneurship, including mobile vendors, that offer residents fresh and affordable food in convenient, walkable locations within 15-minutes of their homes. Refer to LU Policies 4.1, 4.2, 4.3, and 4.4. Refer to HW/EJ Policies 3.1, 3.2, 3.3, 3.4, and 3.5.
11	Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities	***No Conflict***. The Metro Area Plan's Environmental Justice Chapter includes policies that would actively address pollution exposure and air quality, public facilities, food access, safe and sanitary homes, physical activity, community engagement, and improvements and programs that address the needs of disadvantaged communities.
12	A commitment to realize OurCounty sustainability goals through creative, equitable, and	***No Conflict***. The Metro Area Plan would not facilitate funding or partnership activities within the County, but implementation of the Plan would encourage sustainability through its goals and policies.

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
	coordinated funding and partnerships	

County Green Zones Program

The Green Zones Program promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses (County of Los Angeles 2021). Prior to implementation of the Green Zones Program, the Zoning Code was the primary means of regulating industrial use, which was based solely on zoning and land use category, without any consideration for proximity to incompatible land uses, such as multifamily residential developments and other new sensitive uses[6] (County of Los Angeles 2021). The Green Zones Program seeks to enhance protection of sensitive uses, where such uses are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the County General Plan or Zoning Code (County of Los Angeles 2021).

All seven Project area communities are identified as Green Zone Districts, which were established by the Green Zones Program (also referred to as the Green Zones Ordinance) to promote environmental justice in communities that are disproportionately affected by toxic pollutants and contaminants generated from various land uses over time. Zoning Code Chapter 22.84 (Green Zone Districts) provides regulations and procedures for new and existing land uses to ensure that such land uses will be operated in consideration of the surrounding sensitive uses, minimizing potential adverse health and safety impacts, and promoting clean industrial uses. The Metro Area Plan is designed and intended to work in tandem with the Green Zones Program to facilitate programs and support the overall environmental justice goals of the County as they apply to the seven Project area communities. The Project would amend the Zoning Code to include the mapping of the -GZ Combining Zone on industrially-zoned lots in East Los Angeles, Florence-Firestone, Walnut Park, West Rancho Dominguez-Victoria, and Willowbrook in order to identify parcels subject to the Green Zone Program. The existing Green Zones regulations on applicable parcels would remain unchanged, and all environmental impacts associated with the Green Zones Ordinance were comprehensively evaluated in the Los Angeles County Green Zones Program Environmental Impact Report, dated November 2021. The mapping of the -GZ parcels as part of the Metro Area Plan would not result in any new environmental impacts. In summary, the Project would be consistent with the intent of the Green Zones Program, and/or build on it, and would not conflict with its implementation.

Zoning Code (Title 22 of the County Code).

In terms of enforcement, the General Plan's goals and policies are implemented by the Zoning Code (Title 22, Planning and Zoning of the County Code). As discussed in Section 4.11.1.1, Regulatory Setting, the Zoning Code specifies development standards, permits, and processes required for the development of a property. The Metro Area Plan zone changes would update the zoning map, including zoning maps in the TOD) specific plans (i.e., East Los Angeles 3rd Street, Connect Southwest LA, and Willowbrook) to maintain consistency with the updated land use policy map and incorporate

6 Pursuant to Zoning Code Chapter 22.14, a "sensitive use" is defined as a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards, including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence.

the proposed rezoning as identified in the Housing Element Update to meet the RHNA for the County. In addition, the Metro Area Plan would rezone A-1 parcels that are not currently used for agricultural purposes to R-1. Furthermore, under the Industrial Program, future rezoning would apply the LSP and M-0.5 zones to select candidate parcels in certain existing industrial areas to facilitate a transition away from heavy industrial and manufacturing uses and towards light manufacturing and/or research and development uses such as cleantech life sciences, biotech, and biomedical. These changes would be consistent with the goals and policies of the General Plan.

The Metro Area Plan would also rescind the seven CSD chapters associated with the seven Metro Planning Area communities. The CSD chapters proposed for deletion are Chapter 22.316, East Los Angeles CSD; Chapter 22.320, East Ranch Dominguez CSD; Chapter 22.324, Florence-Firestone CSD; Chapter 22.346, Walnut Park CSD; Chapter 22.348, West Athens-Westmont CSD; Chapter 22.350 West Rancho Dominguez-Victoria CSD; and Chapter 22.352, Willowbrook CSD. As discussed in Section 4.11.1.1, CSDs are established by the County as supplemental districts to implement special zoning standards within a community or community subarea. As a result of Project implementation, the PASD (together with existing community-specific development standards set forth in applicable TOD specific plans and the applicable basic zoning standards), would serve as the primary local-level development standards for the Project area. If a PASD standard appears to conflict with a basic zone development standard, the PASD standard would supersede the basic zone standard. Therefore, upon approval of the proposed Project, the Project would be consistent with the Zoning Code standards and would not conflict with existing applicable zoning.

In summary, the Metro Area Pan would not conflict with the County Code or result in a significant environmental impact due to conflict with any Code regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Other Community and Specific Plans

The seven communities that comprise the Metro Planning Area are subject to a patchwork of existing regional and local regulatory planning documents, often with overlapping policies and regulations. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park date to the 1980s, while others, like the TOD specific plans for Willowbrook and West Athens-Westmont, were adopted recently. The purpose of the Project is to consolidate regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations. As discussed briefly above in Section 4.11.2.3, Land Use Changes, Programs, and Policies, and in further detail within Chapter 3, Project Description of this Recirculated Draft PEIR, the proposed General Plan Amendment No. RPPL2021011925 would rescind three outdated existing community and/or neighborhood plans: The East Los Angeles Community Plan; the Walnut Park Neighborhood Plan, and the West Athens-Westmont Community Plan. The Florence-Firestone Community Plan (adopted in 2019) would be rescinded and absorbed into the Metro Area Plan, which would incorporate all Florence-Firestone Community Plan goals and policies. The goals and policies of the Florence-Firestone Community Plan are reflected in the Project goals and polices listed in Section 4.11.2.3.

In general, some land use goals of these plans, including the initial West Athens-Westmont Community Plan, were intended to reduce the allowable densities of multifamily residential areas and to "preserve and improve the residential character" of the community. While this may have been a suitable goal in earlier decades, framework policies such as the General Plan and the Metro Area Plan are now focusing on integration of residential, commercial, and other neighborhood serving uses. As set forth in the County's Housing Element, there is also a need to increase densities within existing residential use areas to accommodate the growing need to lower and moderate income housing. While the Metro Area Plan would be building upon certain policies and goals set forth in the various community plans, it also reassesses the needs of the community in a modern context and would implement contemporary policies proposed in the 2035 General Plan. The replacement of these plans with the Metro Area Plan would allow for a more streamlined planning

approach and would ensure consistency between existing and proposed ordinances, standards, and policies across multiple levels of governance (e.g., state, county, local).

Implementation of the Project would establish the Metro Area Plan as a component of the General Plan. In the same measure, implementation of the Project would ensure that local-level plans applicable to the Project area are either rescinded and integrated into the Metro Area Plan or become components of the Metro Area Plan. As such, whether an existing local-level plan is rescinded and absorbed into the Metro Area Plan (as with the existing community and neighborhood plans) or exists as an ostensibly "separate" plan (such as the TOD specific plans), all local-level plans applicable to the Project area would be subordinate and subject to the Project's proposed goals, policies, and standards. In the event that an existing TOD specific plan conflicts with the Metro Area Plan, the Metro Area Plan would ultimately preside, pursuant to the General Plan; however, as discussed above, a primary objective of the Project is to bring all community and TOD specific plans applicable to the Project area into conformance with one another, as well as with the Metro Area Plan, the General Plan, and other applicable regional plans, which would reduce (or avoid) the potential for land-use related conflicts to arise in the future, and would create a universal framework for guiding the future growth and development of the Project area through 2035 (County of Los Angeles 2015a). Ultimately, the Metro Area Plan, along with any applicable TOD specific plans, would replace all existing community/neighborhood plans as the primary local planning documents for the Project area communities. The consolidation and simplification of the various existing community plans would not result in a significant environmental impact due to conflict with any regulation adopted for the purpose of avoiding or mitigating an environmental effect.

In summary, within five years of Project approval, the proposed Industrial Program would adopt two new industrial zones (i.e., LSP and M-0.5) to encourage cleaner industrial uses, especially in areas adjacent to sensitive uses. The Project would also allow for the development of ACUs in corner lots within residential zones and rezone/redesignate existing commercial and residential parcels to allow for denser residential development to help accommodate the County's RHNA. The proposed land use, program, and policy changes would not result in a significant environmental impact due to conflict with any regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Threshold 4.11-3 Would the project conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

As described in Section 4.4, Biological Resources, the Project area does not include any lands that are designated as Significant Ecological Areas (SEAs). There would be no impact related to conflicts with goals and polices of the General Plan related to SEAs.

As described in Section 4.7, Geology and Soils, there are two communities within the Project area that contain HMAs, which are areas that contain slopes in excess of 25%. HMAs are present in West Athens-Westmont, in the vicinity of Highway 105, and within the Repetto Hills of East Los Angeles. The topography throughout the remainder of the Project area communities is relatively flat to gently sloping. Only the potential for residential redevelopment and ACU development in residential areas would be located in areas within HMAs. These land use changes be located within the residential area in the northern Repetto Hills portion of East Los Angeles and/or within HMAs in West Athens-Westmont. No candidate parcels under the Industrial Program are located along Highway 105 in West Athens-Westmont.

New construction of residential uses and/or ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design

techniques. In hillside areas with less than a 25% slope, use of the guidelines is optional but encouraged. The County provides a Sensitive Hillside Design Measures Checklist, used by applicants to determine whether the Hillside Design Guidelines would be applicable.

As a result, implementation of the proposed Project would not conflict with the goals and policies of the General Plan related to HMAs, and impacts would be less than significant.

4.11.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative impacts related to the division of an established community include the Project area, City of Compton, and portions of the City of Los Angeles that are within the Metro Planning Area boundary, as well as portions of adjacent jurisdictions.[7] For potential to conflict with the General Plan, including goals and policies related to SEAs and HMAs, the cumulative geographic study area is the unincorporated County. The full list of related plans and projects applicable to the cumulative analyses in Chapter 4 of this Recirculated Draft PEIR is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Recirculated Draft PEIR.

Threshold 4.11-1. Impacts related to the division of an established community are generally site specific, meaning that cumulative development projects outside of the Project area would not be likely to contribute to a cumulative impact related to division of an established community through construction of roadway, structures, or other transportation facilities within the Project area. Similarly, buildout associated with the Project would not contribute to a cumulative impact related to division of established communities within the County but outside of the Project area. Therefore, no cumulatively significant impact would occur, and Project's incremental impacts related to the physical division of an established community would not be cumulatively considerable.

Threshold 4.11-2. Given the built-out conditions of the Metro Planning Area and adjacent jurisdictions, development would likely convert existing underutilized properties in the Project area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would benefit the surrounding community by replacing underutilized properties; adding residential uses to reduce overcrowding and support projected employment growth; and improving local and regional access to the regional transportation network. Furthermore, by providing additional housing and employment in close proximity to transit, the Project would assist the County in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently using existing infrastructure, reducing regional congestion, and improving air quality through the reduction of vehicle miles traveled. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers.

Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of the Recirculated Draft PEIR. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. In addition, the cumulative environmental effects associated with implementation of the

[7] The following jurisdictions share a border with one more of the unincorporated Metro Planning Area communities: Commerce, Compton, Hawthorne, Huntington Park, Los Angeles, Lynwood, Montebello, Monterey Park, Paramount, and South Gate.

Project have been addressed in the technical sections of this Recirculated Draft PEIR. Therefore, the Project's incremental contribution to impacts related to land use and planning would not be cumulatively considerable.

Threshold 4.11-3. The Project area does not include any lands that are designated as SEAs. As such, there would be no Project impacts associated with General Plan goals and polices related to SEAs which could combine with other development projects in the County to result in a cumulatively significant impact. Therefore, Project impacts related to conflicts with General Plan goals and policies related to SEAs would not be cumulatively considerable.

Any cumulative development projects proposed within HMAs in the unincorporated County would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. As all cumulative projects within HMAs in the unincorporated County would be subject to the same local development standards, such as those identified in the County Code, as the proposed Project, and as the related project would have no impacts related to HMAs, Project impacts related to conflicts with goals and policies of the General Plan related to HMAs would not be cumulatively considerable.

4.11.2.6 Mitigation Measures

No mitigation measures are required.

4.11.2.7 Level of Significance After Mitigation

Threshold 4.11-1 The Project would have **less than significant impacts** related the physical division of an established community.

Threshold 4.11-2. The Project would have **less than significant impacts** related to conflicts with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Threshold 4.11-3 The Project would have **less than significant impacts** related to conflicts with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

4.11.3 References

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4.12 Mineral Resources

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on mineral resources, including the potential loss of availability of a known mineral resource and/or 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. This section describes the existing mineral resources within the Project area, identifies applicable regulatory requirements, and evaluates potential impacts related to implementation and buildout of the proposed Project. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan (General Plan) (2015) and General Plan Update Draft Environmental Impact Report (EIR) (2014); the California Department of Conservation's Well Finder digital mapping application; and County of Los Angeles Enterprise Geographic Information Systems data files. Other sources referenced for this section, are listed below in Section 4.12.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.12.1 Environmental Setting

4.12.1.1 Regulatory Setting

Federal

There are no applicable federal policies or regulations related to mineral resources.

State

Surface Mining and Reclamation Act: California Public Resources Code, Sections 2710 et seq.

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary regulator of onshore surface mining in the state. It delegates specific regulatory authority to local jurisdictions. The act requires the State Geologist (California Geological Survey) to identify all mineral deposits within the state and to classify them as (1) areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources; (2) areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists; (3) areas containing known or inferred mineral occurrences of undetermined mineral resource significance; or (4) areas where available information is inadequate to assign any other classification (CDOC 2014). Lands are designated mineral resource zones (MRZ) or MRZ-1, -2, -3, or -4, respectively. Within the San Gabriel Valley Production-Consumption region (see Section 4.12.1.2, Existing Environmental Conditions), which includes the Project area, only lands known to contain significant commercial-grade aggregate (i.e., the mineral materials, such as sand or stone, used in making concrete) are classified and mapped as MRZ-2 (CDOC 2010). Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans. A particular concern of state legislators in enacting SMARA was the premature loss of minerals and protection of sites threatened by development practices that might preclude future mineral extraction.

Only one Project area community (Florence-Firestone) has land classified by the California Geologic Survey (CGS) as MRZ-2. As illustrated in Figure 4.12-1, Mineral Resource Zones, the MRZ-2 classification is limited to a discrete area encompassing approximately 0.26 square miles of land located in the northeast corner of the Florence-Firestone community.

California Geological Survey Mineral Resources Project

The California Geological Survey (CGS) Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. SMARA requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board. The classification process involves the determination of P-C region boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. The Project area is entirely within the San Gabriel Valley P-C region.

California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources, oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells, while working to help California achieve its climate change and clean energy goals. CalGEM regulates the drilling, operation, and permanent closure of energy resource wells (CDOC 2019).

California Department of Conservation, Geologic Energy Management Division (CalGEM)

The Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), is a subdivision of the California Department of Conservation. CALGEM oversees the drilling, operation, maintenance, and closing of oil, natural gas, and geothermal wells. The division is intended to protect the environment, prevent pollution, and ensure public safety (County of Los Angeles 2015). It functions as an information repository but also regulates oil and gas extraction activities consistent with state regulations that include Section 3000 et seq. of the State Public Resources Code and Title 14, Division 2, Chapter 4 of the California Code of Regulations. These codes include provisions regulating the distribution of oil wells (County of Los Angeles 2015).

California Department of Conservation Idle Well Program

Inactive and deserted oil and gas wells that are not maintained (i.e., "idle wells") can pose threats to groundwater and public safety (CDOC 2022a).[1] In April 2019, CalGEM revised its idle well regulations to create more stringent testing requirements that better protect public safety and the environment from the potential threats posed by idle wells. The regulations require idle wells to be tested and, if necessary, repaired, or permanently sealed and closed.

[1] According to the California Public Resources Code, an idle well is defined as "…any well that for a period of 24 consecutive months has not either produced oil or natural gas, produced water to be used in production stimulation, or been used for enhanced oil recovery, reservoir pressure management, or injection. For the purpose of determining whether a well is an idle well, production or injection is subject to verification by the division" (CDOC 2022a).

If an operator becomes insolvent or deserts their idle wells, responsibility for permanently sealing and closing these wells may fall to the State. Since 1977, CalGEM has plugged and abandoned about 1,400 wells at a cost of $29.5 million (CDOC 2022a). To reduce the number of idle wells for which the state may become responsible, legislative and regulatory changes have been made to create incentives for operators to manage and eliminate their idle wells by entering into Idle Well Management Plans (IWMPs). If an operator does not have an IWMP, the operator must pay annual idle well fees. In 2018, CalGEM collected approximately $4.3 million in idle well fees (CDOC 2022a). These fees are deposited into the Hazardous and Idle-Deserted Well Abatement Fund to help fund the permanent sealing and closure of deserted wells (CDOC 2022a).

Local

Los Angeles County Code

Title 22, Planning and Zoning. The following subsections of Title 22, Planning and Zoning (Zoning Code) of the Los Angeles County Code, including Section 22.140.400, Oil Wells, Chapter 22.190, Surface Mining Permits, Division 10, Community Standards Districts, and the proposed Green Zones Program, are applicable to mineral resources within the Project area and discussed in further detail, below.

Section 22.140.400, Oil Well. Section 22.140.400, Oil Wells, regulates oil wells in the unincorporated County areas, including the installation and use of equipment, structures, and facilities for oil drilling and producing operations. Within Light Manufacturing (M-1), Restricted Heavy Manufacturing (M-1.5), and Heavy Manufacturing (M-2), a Ministerial Site Plan Review (Chapter 22.186) application is required. A Conditional Use Permit (Chapter 22.158) application is required for all oil wells outside established oil fields, or, if located in Zone M-2, if located within 300 feet of any public school or park, or any Residential Zone or Light Agricultura (A-1) zones. Oil drilling is not permitted within 300 feet of any residence, except for a residence on the same land that is owned or leased by the person drilling the well.

Chapter 22.190, Surface Mining Permit. Chapter 22.190, Surface Mining Permit, of the Zoning Code is established to regulate surface mining (including aggregate mining) within the unincorporated areas of the County in compliance with SMARA. Section 122.190.030, Applicability, requires that all surface mining projects submit a Surface Mining Permit application and a Reclamation Plan prior to approval. Surface mining operations must comply with Section 3503, Surface Mining and Reclamation Practice, of Title 14 of the California Code of Regulations and be conducted in accordance the County's development standards as set forth in Section 22.190.050, Development Standards, of the Zoning Code.

Chapter 22.84, Green Zones Districts. The County's Green Zones Program consists of amendments to the General Plan and Zoning Code aimed at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. All seven unincorporated Project area communities are included as individual Green Zone Districts. The Green Zones Program establishes a Sensitive Use chapter of the Zoning Code, and amends Division 2 of Section 22.17.190 (Definitions) to include an new definition for "Sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care

facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located…" (County of Los Angeles 2021).

The ordinance also establishes Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any oil well valve storage or repair in the Project area would require a CUP if located within a 500-foot radius of a lot containing a sensitive use.

Los Angeles County General Plan

The Conservation and Natural Resource Element of the Los Angeles County General Plan (General Plan) provides the following goals and policies relevant to the mineral resources in the Project area (County of Los Angeles 2015):

Goal C/NR 10*:* Locally available mineral resources to meet the needs of construction, transportation, and industry.

Policy C/NR 10.1 Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.

Policy C/NR 10.5 Manage mineral resources in a manner that effectively plans for access to development and conservation of mineral resources for existing and future generations.

Goal C/NR 11 Mineral extraction and production activities that are conducted in a manner that minimizes impacts to the environment.

Policy C/NR 11.1 Require mineral resource extraction and production activities and drilling for and production of oil and natural gas to comply with County regulations and state requirements, such as SMARA, and CALGEM regulations.

Policy C/NR 11.3 Require appropriate levels of remediation for all publicly-owned oil and natural gas production sites based on possible future uses.

Policy C/NR 11.4 Require that mineral resource extraction and production operations as well as activities related to the drilling for and production of oil and natural gas be conducted to protect other natural resources and prevent excessive grading in hillside areas.

Policy C/NR 11.5 Encourage and support efforts to increase the safety of oil and gas production and processing activities, including state regulations related to well stimulation techniques such as hydraulic fracturing or "fracking.

Existing Community Based Plans and Specific Plans

There are no applicable community or specific plan policies pertaining to mineral resources in the Project area.

Oil Well Ordinance (Project No. 2020-000246-[1-5]; Case No. RPPL2020000624)

According to the County Board of Supervisors (BOS), "The growing body of scientific and public health evidence demonstrating the health, safety, and climate threats posed by oil and gas extraction has led to increased support

for stronger regulations as well as the call to phase out urban oil drilling in its entirety" (County of Los Angeles 2021). In response, the BOS recently approved Ordinance No. 2003-004 (Oil Well Ordinance), which was adopted on January 24, 2023, and became effective February 23, 2023.[2] The Oil Well Ordinance prohibit new oil wells and production facilities in the unincorporated County areas, designate existing oil wells and production facilities in the unincorporated County as nonconforming due to use, and establish consistent regulations for existing oil wells and production facilities during the amortization period. A nonconforming use is a legally established use that is not permitted in a certain zone or area (County of Los Angeles 2023a). Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years, except when extended or revoked as otherwise provided (County of Los Angeles 2022a). The Oil Well Ordinance does not apply to the Baldwin Hills Community Standards District, certain specific plans (all of which are outside of the Project area), nor oil wells and production uses operating under a valid discretionary permit In separate actions, the County will amend the Baldwin Hills Community Standards District and individual specific plans to prohibit new wells and production facilities and add additional standards, as applicable. The County will also take separate actions to pursue modifications to valid discretionary permits in accordance with existing procedures in Title 22 of the County Code (County of Los Angeles 2022a).

Just Transitions Strategy

The Just Transition Task Force (Task Force) was established by the County and City and Los Angeles Chief Sustainability Offices in 2021 to develop a Just Transition Strategy for workers and communities impacted by the phase out of oil drilling and extraction activities in the City of Los Angeles and unincorporated areas of the County (e.g., as a result of the recently approved Oil Well Ordinance for the County). The Task Force developed goals, strategies, and supporting actions, to ensure a just transition for workers and communities impacted by the phase out of oil drilling and extraction activities (County of Los Angeles 2022c).

4.12.1.2 Existing Environmental Conditions

Minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Project area.

The California Mineral Resources Project designates Production-Consumption (P-C) regions for the purpose of classifying mineral land resources. While there are seven P-C regions entirely or partly within Los Angeles County, the Project area is entirely within the San Gabriel Valley P-C region (County of Los Angeles 2014).

Mineral Resource Areas

Mineral Resources Zones

As discussed above in Section 4.12.1.1, Regulatory Setting, SMARA requires the California Geological Survey to identify all mineral deposits within the state and to classify them as one of four MRZs (MRZ-1, -2, -3, or -4). The MRZ-2 classification designates areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists (CDOC 2014). As identified in the

[2] The local-level movement toward increased regulation of the oil and gas industry in unincorporated areas of the County is set against the backdrop of Governor Gavin Newsom's April 2021 directive, which, at the state level requires: (1) CalGEM to initiate regulatory action to end the issuance of new permits for hydraulic fracturing (i.e., fracking); and (2) requested that the California Air Resources Board to analyze pathways to phase out oil extraction across the state by no later than 2045 (State of California 2021).

County's General Plan EIR (2014), and as illustrated in Figure 4.12-1, there is an MRZ-2 area in the north end of the Project area community of Florence–Firestone. This 0.26 square mile MRZ-2 area within Florence-Firestone community is entirely developed with residential, commercial, and industrial land uses. Within Los Angeles County, only lands that are known to contain (or where a high likelihood exists that they may contain) significant commercial-grade aggregate resources are classified and mapped as MRZ-2 (CDOC 2010). As such, while significant aggregate resources are likely to exist in this area, there are no active mining operations taking within the 0.26 square mile MRZ-2 area of Florence-Firestone or elsewhere within the Project area boundaries (CDOC 2022b). There are no MRZs of any kind located within or adjacent to the unincorporated communities of East Los Angeles, East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, or Willowbrook (County of Los Angeles 2015).

Mineral Resource Sectors

Mineral resource sectors, as defined in the County's General Plan are areas where mineral resources of regional or statewide significance are considered to be present or likely to be present and that have current land uses deemed compatible with potential mining (County of Los Angeles 2014). According to the County's General Plan EIR, there are no mineral resource sectors within or adjacent to the Project area.

Mining and Aggregate Resources

Active and Inactive Mines

At the time the County's General Plan was adopted, there were 46 mines operated by 32 companies within the County (County of Los Angeles 2014). However, according to the California Department of Conservation, there are currently no active or inactive mines located within or adjacent to the Project area (CDOC 2022b).

Aggregate Mining Sites

As identified in the General Plan, major sand and gravel extraction sites within the County are found in the alluvial fans of the Tujunga Wash and the San Fernando Valley and in the San Gabriel River in and near the unincorporated community of Irwindale as well as in the Santa Clara River, and Little Rock and Big Rock washes in northern Los Angeles County. However, none of these extraction sites are within or near to the Project area and would not be affected by the proposed Project (County of Los Angeles 2014).

Aggregate Supplies

The term "aggregate" refers to coarse particulate material such as sand or stone used in making concrete (RAMP 2022). Commercial-grade resources within the Project area are located within the MRZ-2 area in the northern part of Florence-Firestone, which is not currently being mined for any aggregate resources (CDOC 2022b; 2022c). There are no commercial-grade aggregate resources located within or adjacent to the unincorporated communities of East Los Angeles, East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, or Willowbrook (CDOC 2010).

Oil and Natural Gas Resources

Oil and Natural Gas Fields

Mineral resource areas also include oil and natural gas resources and oil and/or natural gas production still occurs in many parts of the County, including within the Project area. Oil fields extend across broad areas of the southern and central Los Angeles Basin, from the City of Long Beach and unincorporated Rowland Heights in the east to the City of Torrance, unincorporated Marina del Rey, and West Los Angeles (City of Los Angeles) in the west (County of Los Angeles 2014). Oil and natural gas fields in the Project area are shown on Figures 4.12-2a, Oil and Gas Activities, East Los Angeles, Figures 4.12-2b, Oil and Gas Activities, West Athens-Westmont, and Figures 4.12-2c, Oil and Gas Activities, West Rancho Dominguez-Victoria and Willowbrook. Portions of the Project area within active oil and gas fields include West Athens-Westmont, West Rancho Dominguez-Victoria, and two discrete areas within the southern portion of East Los Angeles (CDOC 2022c). Active fields in relation to each unincorporated community are discussed in further detail, below.

Oil and Natural Gas Production

According to a September 2021 motion passed by the County BOS, "A substantial body of national and California-based scientific research documents evidence the harmful health impacts resulting from living in close proximity to oil drilling operations, including asthma, cardiovascular disease, low birth weight, and reproductive health impacts" (County of Los Angeles 2021). A 2018 Los Angeles County Department of Public health report found that oil wells can pose a safety risk to surrounding communities even at a distance of 1,500 feet (County of Los Angeles 2018). Further, even inactive and deserted oil and gas wells that are not maintained can pose threats to groundwater and public safety (CDOC 2022a). To ensure exposed hydrocarbons or other contaminants within these wells do not migrate into drinking water or to the surface, wells that are no longer used for active production or observation must be permanently sealed (i.e., "plugged") with a cement plug (CDOC 2022a). Wells that remain inactive for a period of 24 months (or longer) without be plugged are referred to in the Public Resources Code as "idle" (CDOC 2022a).

Fueled by minimal regulations and low population density, oil and gas development dominated the landscape of the County throughout much of the early twentieth century (County of Los Angeles 2021). However, as the population and need for housing in the region grew significantly, this led to less separation between industrial and residential areas (County of Los Angeles 2021). As a result, the Project area, although largely urbanized and heavily developed with residential uses, continues to support active oil and natural gas production activities. As illustrated in Figure 4.12-2a through 4.12-2c, in addition to plugged wells, there are 7 active and 14 idle oil and natural gas wells within the Project area; however, West Athens-Westmont and West Rancho Dominguez-Victoria are the only two communities currently supporting active oil and natural gas extraction activities within their respective boundaries (County of Los Angeles 2022). The location and status of the wells in the Project area are listed in Table 4.12-1.

Table 4.12-1. Active or Idle Oil and Gas Wells in the Project Area

Location (APN)	Zoning	Well Status	Well Number (API)
West Athens Westmont			
6090026003	R-1: Single-Family Residence	Active	0403706482
6090027003	R-1: Single-Family Residence	Active	0403706485
6090027030	R-1: Single-Family Residence	Active	0403706484

Table 4.12-1. Active or Idle Oil and Gas Wells in the Project Area

Location (APN)	Zoning	Well Status	Well Number (API)
6079008023	SP: Specific Plan	Idle	0403707634
West Rancho Dominguez-Victoria			
6129015046	M-2-IP: Heavy Manufacturing	Active	0403706481
6129021030	M-1-IP: Light Manufacturing	Active	0403714591
6129023040	R-1: Single-Family Residence	Active	0403714568
6129010035	M-1.5-IP: Restricted Heavy Manufacturing	Active	0403714656
6129010064	M-2-IP: Heavy Manufacturing	Idle	0403714352
6129015040	M-2-IP: Heavy Manufacturing	Idle	0403714556
6129023029	R-1: Single-Family Residence	Idle	0403714590
6129023041	R-1: Single-Family Residence	Idle	0403714569
6130008001	R-1: Single-Family Residence	Idle	0403705461
6130008016	R-1: Single-Family Residence	Idle	0403705466
6131018032	M-1-IP: Light Manufacturing	Idle	0403714987
6131018032	M-1-IP: Light Manufacturing	Idle	0403714988
6131018032	M-1-IP: Light Manufacturing	Idle	0403714989
6131018032	M-1-IP: Light Manufacturing	Idle	0403714990
6134033005	R-1: Single-Family Residence	Idle	0403713552
6137001003	M-2-IP: Heavy Manufacturing	Idle	0403713583
6130015002	B-1-IP: Buffer Strip	Idle	0403705533

Source: County of Los Angeles 2022c
Notes: APN = Assessor's' Parcel Number; API = American Petroleum Institute

The locations of active fields and active and idle wells in the Project area are discussed in further detail, below for each community.[3]

East Los Angeles. As illustrated in Figure 4.12-2a, there is one active oil field (the Bandini Field) that overlaps the community of East Los Angeles in two discrete locations along the community's southern border: one area south of Triggs Street and another south of Union Pacific Avenue (CDOC 2022c). There are also two additional active oil fields within 1,500 feet of the community: the East Los Angeles Field to the south and the Montebello field to the east (CDOC 2022c). There are no active or idle wells within the community of East Los Angeles (County of Los Angeles 2022).

West Athens-Westmont. As illustrated in Figure 4.12-2b, in addition to a number of plugged wells, there are three active wells and one idle well within the community of West Athens-Westmont (County of Los Angeles 2022). The three active wells are located just south of West 120th Street between South Denker Avenue and South Normandie Avenue, while the idle well is just south of I-105 and east of South Normandie Avenue (County of Los Angeles 2022). The past and present oil and/or natural gas extraction activity in this area is a result of the two active oil fields located partially within the community boundaries. The Howard Townsite Field extends approximately east of South

[3] As illustrated in Figures 4.12-2a through 4.12-2c, there are also a number of plugged wells within the Project area, however, according to the California Department of Conservation, once a well has been permanently sealed and closed (i.e., plugged) they no longer represent a potential hazard to the surrounding areas, as any potentially contaminants exposed during extraction have been isolated to prevent leakage (CDOC 2022a).

Denker Avenue and south of West Imperial Highway, covering most of the southern and western portions of the community, while the Roscrans Field overlaps a much smaller portion of the community south of West 120th Street and east of Brendo Avenue (CDOC 2022c).

West Rancho Dominguez-Victoria. As illustrated in Figure 4.12-2c, there are active and idle wells located predominantly within the portions of the community that overlap with the active Roscrans Fields. There are four active and fourteen idle wells in West Rancho Dominguez Victoria. The oil and gas activity within and near to the community is considerable in the context of the developed and urban nature of the community, and the proximity of several of the wells to residential uses (County of Los Angeles 2022; CDOC 2022c). One active well located near South Stulman Avenue (within APN 6129023040) is approximately 80 feet from nearest single-family residential structure (County of Los Angeles 2022).

Other Communities. There are no active or idle wells or active fields within Florence-Firestone, East Rancho Dominguez, Walnut Park, or Willowbrook (County of Los Angeles 2022).

4.12.2 Environmental Impacts

4.12.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Due to the unique circumstances regarding the Project's geographic scope, including that the Project area is spread across seven geographically disparate communities, the bulk of the analysis focuses on Project related impacts that could potentially occur in portions of the Project area that are located within or near to known mineral resources or mineral resource recovery sites. As there are no mineral resource sectors or aggregate mining sites within or near to the Project area, for the purposes of this analysis, known mineral resources or mineral resource recovery sites shall include any active or idle oil and/or natural gas wells, active oil fields, and/or California Geological Survey (CGS) identified mineral resource zones within or near to the Project area. These features have been identified above in Section 4.12.1.2, Existing Environmental Conditions, and are illustrated in Figure 4.12-1 (Mineral Resources Zone), and Figures 4.12-2a through 4.12-2c (Oil and Gas Activity). Information regarding the extent and nature of existing mineral resources within the Project area is based, in part, on data provided in the following sources: the Los Angeles County General Plan (2015) and General Plan Update Draft EIR (2014); California Department of Conservation (CDOC) Geologic Energy Management Division's (CalGEM's) online mapping application Well Finder and associated data files (CDOC 2022c); and County of Los Angeles Enterprise Geographic Information Systems data files (County of Los Angeles 2022). The impact analysis also takes into consideration the existing regulatory setting applicable to mineral resources within the Project area, as listed above in Section 4.12.1.1, Regulatory Setting.

4.12.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to mineral resources are listed below. A project may have a significant impact if it would:

Threshold 4.12-1: 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.

Threshold 4.12-2: 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.

4.12.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[4] The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development.
2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.
3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would

[4] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figures 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

Development facilitated by the Project would predominantly consist of infill development in urban areas within previously disturbed and/or developed parcels. However, urban areas may still contain known mineral resources and/or support mineral resource extraction activities (e.g., active, idle, or plugged oil and gas wells). As such, Project's proposed land use changes and programs could potentially affect areas with known mineral resources.

Areawide Goals and Policies

There are no areawide goals or polices related to the topic of mineral resources.

Community-Specific Goals and Polices

There are no community-specific goals or policies related to the topic of mineral resources.

4.12.2.4 Impact Analysis

Threshold 4.12-1 Would the project 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?

Oil and Natural Gas Resources

Buildout of the proposed Project could result in development of land that is used for extraction of fossil fuels such as oil and natural gas. The County's Oil Well Ordinance regulates oil and gas extraction activities throughout the unincorporated County. As discussed above in Section 4.12.2.3, in accordance with the Oil Well Ordinance, no new oil and gas wells are permitted in the unincorporated County and all existing wells operating without a valid discretionary permit (i.e., operating by right) are considered legal nonconforming uses. However, oil and gas wells with a valid discretionary permit are not subject to the provisions of the Oil Well Ordinance. Furthermore, the Project would not add new or amend existing regulations applicable to the operation of new or existing oil and gas wells that would conflict with the provisions of the Oil Well Ordinance. As such, oil and gas wells in the Project area with a valid discretionary permit would continue to operate under proposed Project conditions. As further substantiated below, the Project would not result in the loss of availability of oil and gas resources.

As discussed in Section 4.12.1.2, Existing Environmental Conditions, while the Project area is largely built out with urban uses, the communities of East Los Angeles, West Athens-Westmont and West Rancho Dominguez-Victoria contain known oil and natural gas reserves (County of Los Angeles, 2022; CDOC 2022c). Furthermore, the communities of West Athens-Westmont and West Rancho Dominguez-Victoria include parcels which currently support oil and/or natural gas extraction (i.e., active and/or idle wells) (County of Los Angeles 2022; CDOC 2022c). The Project would allow for increased density of residential and certain commercial uses (i.e., ACUs) within active oil and gas fields located partially within the Project

area. However, the parcels that would, as a result of Project implementation, accommodate development of additional dwelling units or ACUs, are already developed under existing conditions with commercial and/or residential uses. These parcels are not currently used for extraction of mineral resources, including oil and natural gas. In accordance with the Oil Well Ordinance, no new oil and gas wells are permitted on these parcels. As such, there would be no impact to known oil and/or natural gas resources as a result of the Project's accommodation of additional mixed use, residential, or ACU development. However, the proposed Industrial Program identifies candidate parcels for the M-0.5 zone that include one existing active well and five existing idle wells within the community of West Rancho Dominguez-Victoria, as identified in Table 4.12-2, below.

Table 4.12-2. Active or Idle Oil and Gas Wells Within M-0.5 Candidate Parcels

Candidate Parcel (APN)	Existing Zoning	Industrial Program Conceptual Zone	Well Status	Well Number (API)
West Rancho Dominguez-Victoria				
6129010035	M-1.5-IP: Restricted Heavy Manufacturing	M-0.5: Artisan Production and Custom Manufacturing	Active	0403714656
6131018032	M-1-IP: Light Manufacturing	M-0.5: Artisan Production and Custom Manufacturing	Idle	0403714987
6131018032	M-1-IP: Light Manufacturing	M-0.5: Artisan Production and Custom Manufacturing	Idle	0403714988
6131018032	M-1-IP: Light Manufacturing	M-0.5: Artisan Production and Custom Manufacturing	Idle	0403714989
6131018032	M-1-IP: Light Manufacturing	M-0.5: Artisan Production and Custom Manufacturing	Idle	0403714990
6130015002	B-1-IP: Buffer Strip	M-0.5: Artisan Production and Custom Manufacturing	Idle	0403705533

Source: County of Los Angeles 2022c
Notes: APN = Assessor's' Parcel Number; API = American Petroleum Institute

Although the Industrial Program would affect the candidate parcels identified above, the conceptual zoning regulations and developments standards (outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan) would not add new or amend existing regulations applicable to the operation of new or existing oil and gas wells (County of Los Angeles 2023b). The County's new Oil Well Ordinance is the governing document related to the allowable operations of oil and gas wells in the unincorporated County, and the implementation of the Metro Area Plan would not alter or otherwise conflict with implementation of that ordinance. Nonconforming wells currently subject to the Oil Well Ordinance would remain so under proposed Project conditions. In accordance with Sections 22.172.050.B and 22.172.050.B.1.f of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years of becoming nonconforming. This phasing out of nonconforming oil and gas wells in the Project area would occur with or without Project implementation. As stated above, all oil and gas wells currently operating with a valid discretionary permit would continue to operate under Project conditions.

Under Goal C/NR 11 of the Conservation and Natural Resource Element, the County's General Plan establishes policies intended to minimize environmental impacts associated with oil and natural gas production in the unincorporated areas of the County, including Policies C/NR 11.1 (require drilling for and production of oil and natural gas to comply with County regulations and state requirements and CALGEM regulations) and C/NR 11.5 (encourage and support efforts to increase the safety of oil and gas production and processing activities) (County

of Los Angeles 2015). As discussed above, the Project would implement Industrial Program in an effort to facilitate a transition away from heavier industrial and manufacturing practices and minimize the adverse impact of existing industrial activities on surrounding residential or other sensitive uses, including impacts from oil and gas extraction. In addition, the proposed Metro Planning Area Standards District (PASD) (Zoning Code Chapter 22.364) includes a standard to require appropriate screening of oil well properties abutting a residential zone or a street, which would help reduce adverse visual impacts of existing oil and gas wells in the Project area.

For the reasons discussed above, the Project would not result in the loss of availability of a known oil and gas resource that would be of value to the region and the residents of the state and impacts would be less than significant.

Aggregate Resources

The County depends on the CGS to identify deposits of regionally significant aggregate resources (i.e., mineral materials, such as sand or stone, used in making concrete) (County of Los Angeles 2015). As discussed above in Section 4.12.1, Environmental Setting, these clusters or belts of aggregate mineral deposits are designated as MRZs (County of Los Angeles2015). As illustrated in Figure 4.12-1 the Project area contains an MRZ-2 area encompassing approximately 0.26 square mile of land located in the northern portion of the community of Florence-Firestone (CDOC 2010; 2014). The MRZ-2 classification signifies that "significant" commercial-grade aggregate deposits are present in this area of Florence-Firestone (or that a high likelihood for their presence exists) (CDOC 2014). As illustrated in Figure 3-3b, the Industrial Program identifies candidate parcels for the M-0.5 zone in the MRZ-2 area within Florence-Firestone.

The County's General Plan contains goals and policies aimed at protecting access to and availability of known mineral resources in unincorporated areas. These goals and policies include Goal C/NR 10, (to have locally available mineral resources to meet the needs of construction, transportation, and industry), Policy C/NR 10.1 (protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses), and Policy C/NR 10.5 (manage mineral resources in a manner that effectively plans for access to development and conservation of mineral resources for existing and future generations) (County of Los Angeles 2015). There are no active mining facilities or operations located within or near to the Project area, including within or near to the MRZ-2 area located partially within the community of Florence-Firestone (CDOC 2022). Urban development is generally incompatible with aggregate mining operations, which are primarily limited to undeveloped or agricultural land (Langer and Arbogast 2003). The 0.26 square mile of Project area land classified as MRZ-2 is heavily developed and does not contain areas of undisturbed or agricultural land that would be suitable for future aggregate mining activities. According to the General Plan EIR, the MRZ-2 area within the larger Metro Planning Area (which includes the Project area) is built out with urban land uses and would not be feasible to mine (County of Los Angeles 2014). While candidate parcels under the Industrial Program's proposed M-0.5 zone could facilitate more dense development in the MRZ-2, the existing urban development in this area is already dense enough to suggests that the potential for future mining operations is low. There are also no existing mining facilities or operations within or near to the Project area. As such, implementation and buildout of the proposed Project would not result in the loss of availability of known aggregate resources and impacts would be less than significant.

Threshold 4.12-2 Would the project 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?

As described under Threshold 4.12-1 above, the proposed Project would not result in the loss of availability of known mineral resources valuable to the region and residents of the state. Aggregate and oil and gas resource recovery sites, including active oil fields, wells, and MRZ-2, are identified as locally important resources in the General Plan. Other than the aggregate and oil and gas resource recovery sites discussed above under Threshold 4.12-1, no additional locally important mineral resource recovery sites are identified in the General Plan or in any existing community plan or specific plan applicable to the proposed Project area. As such, the discussion provided above under Threshold 4.12-1 for resources valuable to the region and state is also applicable to locally important mineral resource recovery sites (i.e., aggregate and oil and gas resource recovery sites).

As discussed above, while the Industrial Program would facilitate new industrial building area development within the MRZ-2 of Florence-Firestone, the existing urban development in this area suggests that the possibility of future mining operations in this area are low. There are also no existing mining facilities or operations within or near to the Project area. As such, implementation and buildout of the proposed Project would not result in the loss of availability of a locally important aggregate resource recovery site. As discussed above, in accordance with the Oil Well Ordinance, the phasing out existing, nonconforming oil and gas wells in the Project area would occur with or without implementation of the Project. Furthermore, oils wells operating with a valid discretionary permit in the Project areas would continue to operate under proposed Project conditions. As such, the Project 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 and impacts would be less than significant.

4.12.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts related to mineral resources includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

The proposed Project could contribute to a significant cumulative impact if the Project resulted in the loss of availability of a known mineral resource valuable to the region and the state or caused the loss of availability of a locally important mining or other resource recovery site delineated in the County's General Plan.

Threshold 4.12.1. As identified in the General Plan, the important mineral resources within the Project area are limited to commercial-grade aggregate and oil and natural gas resources (County of Los Angeles 2015). Regarding aggregate resources, the General Plan EIR states that, because the MRZ-2 zone in Florence-Firestone is built out with urban land uses, increased urban development in this area would have no impact on availability of aggregate resources in the MRZ-2 (County of Los Angeles 2014). Even though the Project and cumulative projects would increase development within the Metro Planning Area, the aggregate resources available in the MRZ-2 are not

feasible to mine and there is no active aggregate mining activity taking place within or near the Project area. Furthermore, as identified in the General Plan, the County has other MRZ-2 areas that would remain available for aggregate mining. Therefore, the Project's incremental effects related to a loss of availability of known aggregate resources would not be cumulatively considerable.

As discussed in Section 4.12.1.1, the Oil Well Ordinance is applicable to the unincorporated County (County of Los Angeles 2023a). The Oil Well Ordinance prohibits new oil wells and production facilities, designates oil wells and production facilities operating without a valid discretionary permit and outside of the Baldwin Hills CSD area and select specific plan areas as nonconforming due to use, and establishes consistent regulations for existing oil wells and production facilities during the amortization period. According to Sections 22.172.050.B and 22.172.050.B.1.f of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years of becoming nonconforming.

The local-level movement toward increased regulation of the oil and gas industry in unincorporated areas of the County is set against the backdrop of Governor Gavin Newsom's April 2021 directive, which, at the state level requires: (1) CalGEM to initiate regulatory action to end the issuance of new permits for hydraulic fracturing (i.e., fracking); and (2) requested that the California Air Resources Board to analyze pathways to phase out oil extraction across the state by no later than 2045 (State of California 2021). The Project would not conflict with policies at the local and state level pertaining to oil and gas extraction. Furthermore, the County and City of Los Angeles have developed a Just Transition Strategy for workers and communities impacted by the phase out of oil drilling and extraction activities in the City of Los Angeles and unincorporated areas of the County (e.g., as a result of the recently approved Oil Well Ordinance for the County). The Task Force developed goals, strategies, and supporting actions, to ensure a just transition for workers and communities impacted by the phase out of oil drilling and extraction activities (County of Los Angeles 2022). The continued implementation of the Just Transition Strategy would help ensure that the broader socioeconomic consequences of the Oil Well Ordinance and other actions to phase out oil and gas extraction are adequately addressed. Furthermore, in accordance with the Oil Well Ordinance, wells operating under a valid discretionary use permit would continue to operate under proposed Project conditions. This, together with other policy directives and actions to address workers and communities impacted by the phase out of oil drilling, support the determination that Project's incremental effects related to oil gas resources would not be cumulatively considerable.

Threshold 4.12.2. As discussed above in Section 4.12.2.4, aggregate and oil and gas resource recovery sites are identified as locally important resources in the General Plan. No additional locally important mineral resource recovery sites are identified in the General Plan or in any existing community plan or specific plan applicable to the proposed Project area. As such, the discussion provided above under Threshold 4.12-1 for resources valuable to the region and state is also applicable to locally important mineral resource recovery sites (i.e., aggregate and oil and gas resource recovery sites). As established above, the Project's incremental effects related to the loss or availability of a known oil, gas, or aggregate resource, including important mineral resource recovery sites delineated in local plans, would not be cumulatively considerable.

4.12.2.6 Mitigation Measures

No mitigation measures are required.

4.12.2.7 Level of Significance After Mitigation

Threshold 4.12-1. The Project would have a **less than significant** impact related to loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Threshold 4.12-2. The Project would have a **less than significant** impact related to a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.12.3 References

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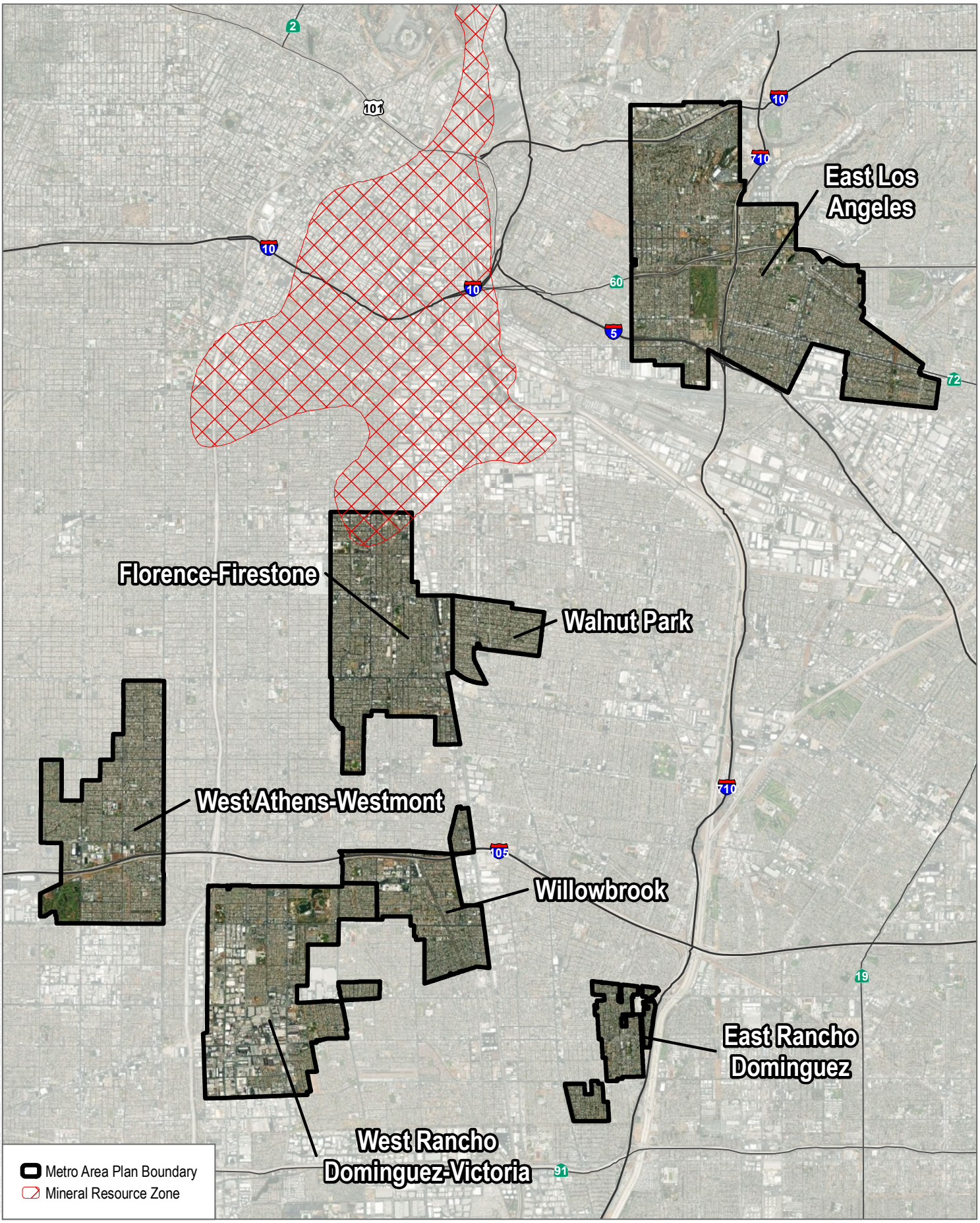

SOURCE: NAIP 2020; LA County 2021; CA Dept. of Conservation 2021

DUDEK

0 4,125 8,250 Feet

FIGURE 4.12-1

Mineral Resource Zone

Los Angeles County Metro Area Plan PEIR

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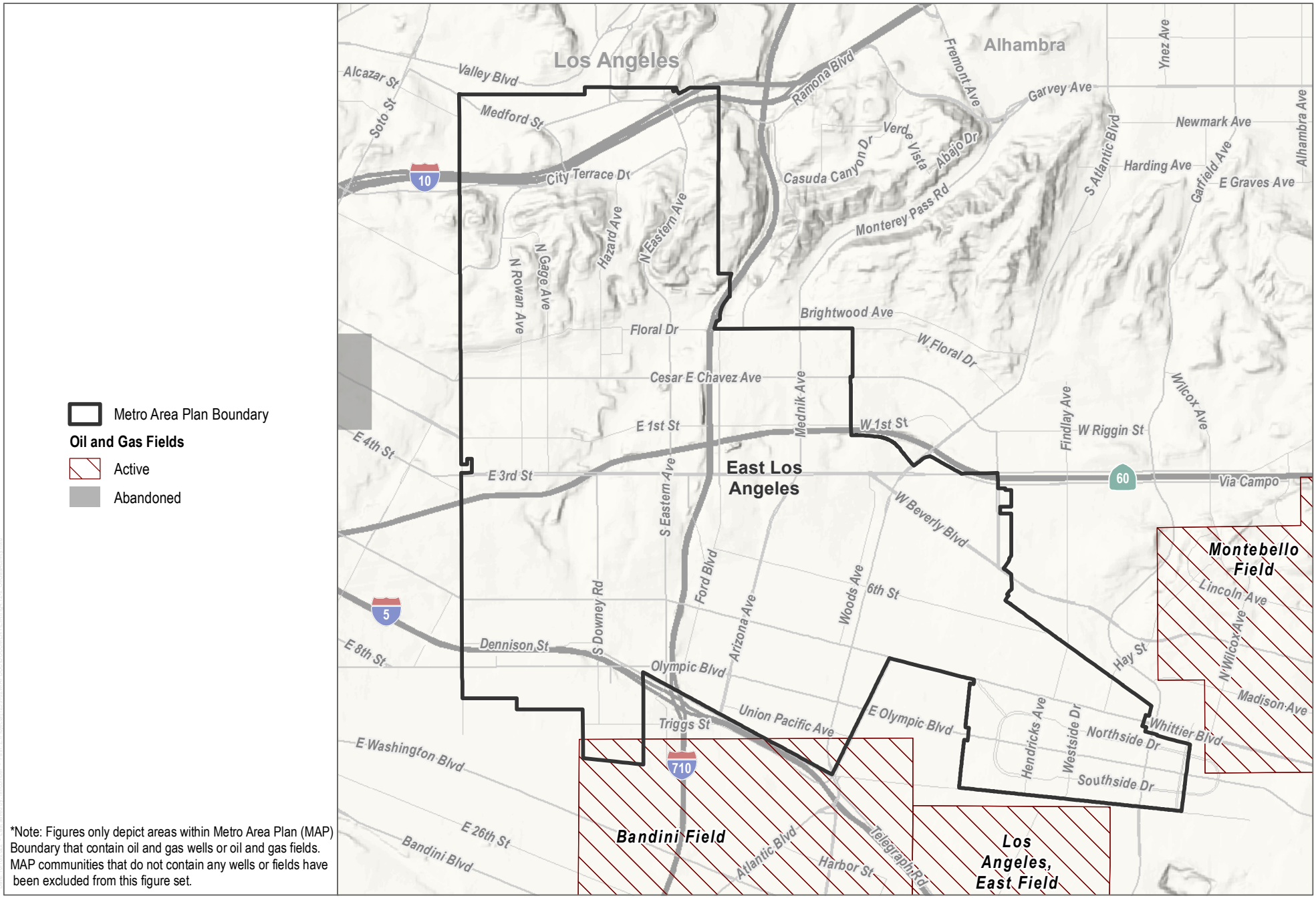

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

DUDEK

0 1,750 3,500 Feet

FIGURE 4.12-2a
Oil and Gas Activity
East Los Angeles
Los Angeles County Metro Area Plan PEIR

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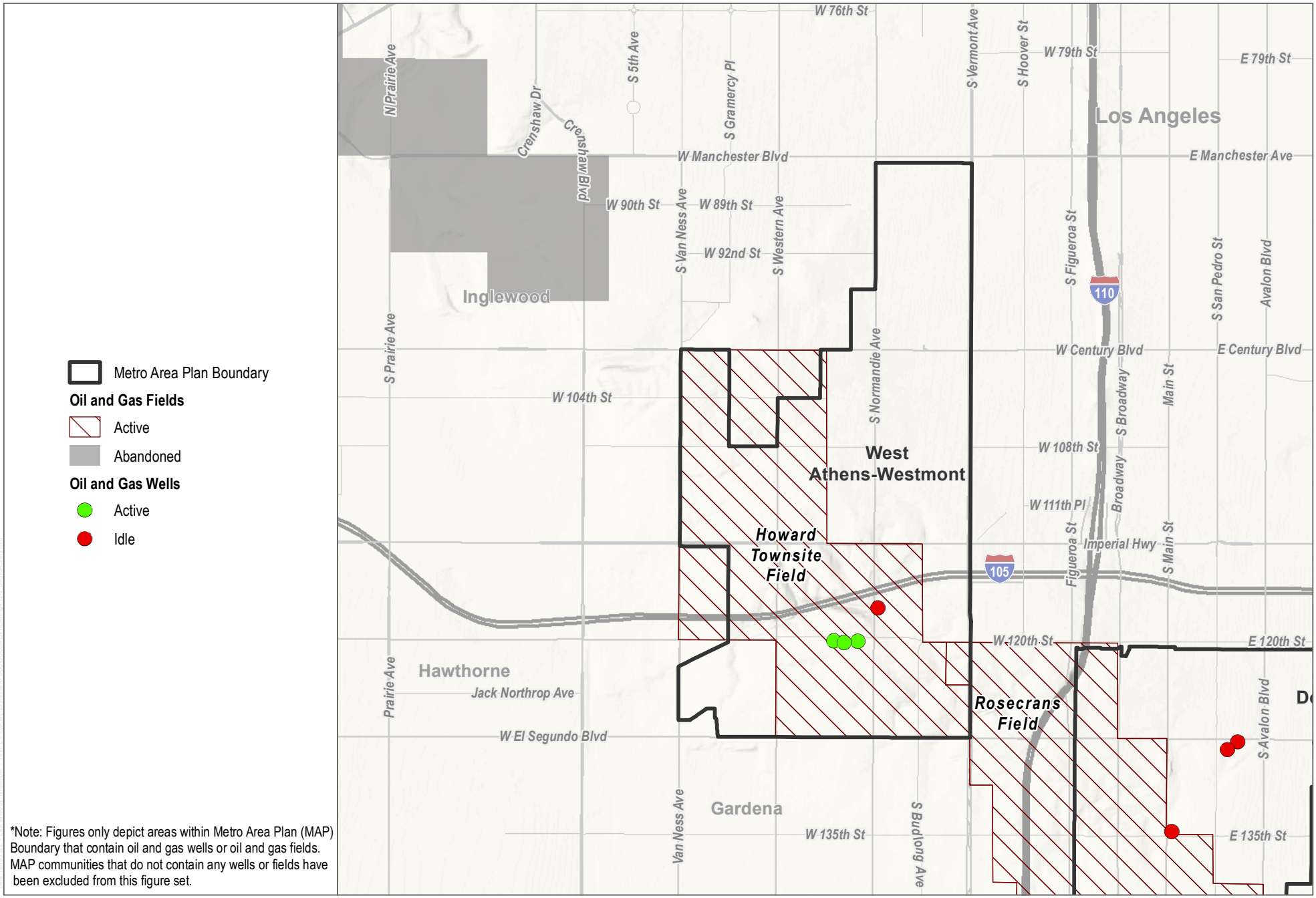

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

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0 1,750 3,500 Feet

FIGURE 4.12-2b
Oil and Gas Activity
West Athens-Westmont
Los Angeles County Metro Area Plan PEIR

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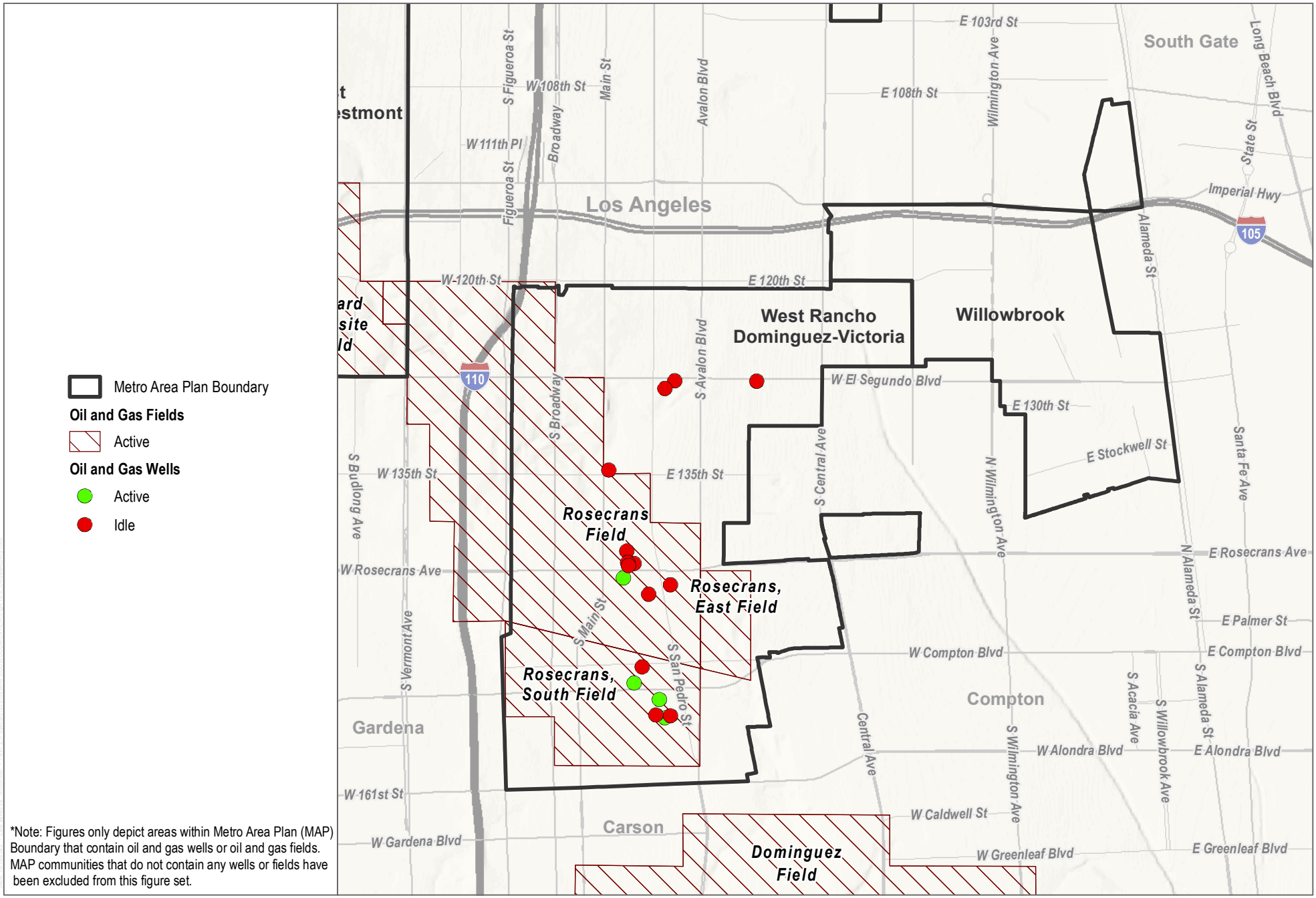

SOURCE: Open Street Map 2019; LA County 2021; LA Metro 2022

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FIGURE 4.12-2c
Oil and Gas Activity
West Rancho Dominguez-Victoria and Willowbrook
Los Angeles County Metro Area Plan PEIR

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4.13 Noise

This section of the Recirculated Draft PEIR summarizes the potential impacts from the implementation of the Metro Area Plan (Project) on noise and vibration, including substantial temporary or permanent noise increases, vibration impacts, and proximity to airports. This section includes summaries of fundamental concepts of sound and vibration; the existing sound environment; relevant federal, state, and local noise guidelines, policies, and standards; and noise levels at existing receptor locations. This section evaluates potential noise impacts associated with the Project and provides conceptual mitigation measures to reduce potential noise and vibration impacts at sensitive receiving land uses. This evaluation uses procedures and methodologies that include those as specified by California Department of Transportation (Caltrans), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

Where noted or referenced herein, additional information related to this noise section is included as follows:

Appendix G Noise Modeling Worksheet, Prepared by Dudek

Other sources consulted are listed in Section 4.13.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.13.1 Environmental Setting

4.13.1.1 Relevant Plans, Policies, and Ordinances

Federal

The following federal regulations and guidance pertaining to noise and vibration would apply to the Project.

Federal Aviation Administration

The Federal Aviation Administration's (FAA) Office of Environment and Energy (AEE) issued a document titled Aircraft Noise, which states, in part, that federal agencies have certain guidelines for compatible land uses and environmental sound levels. Land use is normally determined by property meaning, such as residential, industrial, or commercial. Noise levels that are unacceptable for homes may be acceptable for stores or factories. The FAA has issued these guidelines as part of its Airport Noise Compatibility Program, found in Part 150 of the Federal Aviation Regulations.

Federal Aviation Regulation, Part 150, Airport Noise Compatibility Planning, is the primary federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 was issued as an interim regulation (46 FR 8316; January 19, 1981) under the authority of the Aviation Safety and Noise Abatement Act of 1979 (49 USC 2104[c]) (ASNA Act). Implementation of noise compatibility planning under the ASNA Act was delegated to the FAA. Part 150 established procedures, standards, and methodologies to be used by airport operators for the preparation of Airport Noise Exposure Maps (NEM's) and Airport Noise Compatibility Programs (NCP's) which they may submit to the FAA under Part 150 and the ASNA Act. The final rule was issued on January 18, 1985 (49 FR 49260) and, on March 16, 1988, was amended to include freestanding heliports (53 FR 8722).

Most land uses (including residences) are considered to be compatible with airport noise that does not exceed 65 decibels (dB) DNL, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, 65 dB DNL is generally identified as the threshold level of aviation noise which is "significant." In addition, the FAA has determined that a significant impact occurs if a proposed action would result in an increase of 1.5 DNL or more on any noise-sensitive area within the 65 DNL exposure justify.

While DNL is the primary metric FAA uses to determine noise impacts, the FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.).

Federal Transit Administration

In its *Transit Noise and Vibration Impact Assessment* guidance manual, the FTA recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such noise limits at the state and local jurisdictional levels. In this case, the County does enumerate noise and vibration level limits; thus, FTA guidance is merely informative with respect to noise assessment for purposes of the Project.

State

Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a General Plan, which shall identify and appraise the noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 4.13-1 presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the County of Los Angeles, have the responsibility to set specific noise standards based on local conditions.

Table 4.13-1. Land Use Compatibility for Community Noise Environments

	Community Noise Exposure (CNEL)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential-low density, single-family, duplex, mobile homes	50–60	55–70	70–75	75–85
Residential – multiple-family	50–65	60–70	70–75	70–85
Transit lodging – motel, hotels	50–65	60–70	70–80	80–85
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	80–85
Auditoriums, concert halls, amphitheatres	NA	50–70	NA	65–85
Sports arenas, outdoor spectator sports	NA	50–75	NA	70–85
Playgrounds, neighborhood parks	50–70	NA	67.5–77.5	72.5–85
Golf courses, riding stables, water recreation, cemeteries	50–70	NA	70–80	80–85
Office buildings, business commercial and professional	50–70	67.5–77.5	75–85	NA
Industrial, manufacturing, utilities, agriculture	50–75	70–80	75–85	NA

Source: OPR 2017.
Notes: CNEL = community noise equivalent level; NA = not applicable

1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

2 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 have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

3 Normally Unacceptable: New construction or development should be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

4 Clearly Unacceptable: New construction or development should generally not be undertaken.

California Code of Regulations Title 24

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. State noise regulations and policies applicable to the Project include Title 24 requirements and noise exposure limits for various land use categories.

The 2022 California Building Code (CBC, Part 2, Title 24, Section 1206.4, California Code of Regulations) stipulates "interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL)" (ICC 2022).

Local

Los Angeles County Code

Section 1207.11.1 of the Los Angeles County Code (County Code) requires that all structures identified in Section 1207.1 (e.g., apartment houses and dwellings) located in noise critical areas, such as proximity to highways, county roads, city streets, railroads, rapid transit lines, airports or industrial areas, shall be designed to prevent the intrusion of exterior noises beyond prescribed levels. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself.

Section 12.08.440 of the County Code addresses construction noise restrictions. Construction activity is prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sundays and legal holidays, where the noise would create a disturbance across a residential property line. For single-family residences, that disturbance noise level overnight is defined as greater than 50 dBA (for construction with a duration greater than 10 days). For construction lasting longer than 10 days, the daytime limit for noise exposure at any residential property affected by the construction noise is 60 dBA (County of Los Angeles 1978).

Section 12.08.390 of the County Code establishes the maximum exterior noise level that may be generated within each of five designated noise zones. The noise zone descriptions and allowable exterior noise limits from LA County Code 12.08.390 are translated into the County Noise Element as Table 11.2 (reproduced as Table 4.13-2).

Section 12.08.560 of the County Code addresses vibration restrictions. Operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source is prohibited. The perception threshold is defined to be a motion velocity of 0.01 inches per second over the range of 1 to 100 Hertz.

Section 22.84.030 of Title 22, Planning and Zoning (Zoning Code) requires a Conditional Use Permit (CUP) for new industrial and vehicle-related uses within a 500-foot radius of a lot containing a sensitive use in the Project area (i.e., Green Zone Districts, discussed below) while Zoning Code Section 22.84.030(A)(1)(a)(ii) prohibits the manufacturing, assembly, or packaging of metal products and parts in the Project area that produces any audible nuisance or disagreeable noise.

Section 22.84.030(A)(4) of the Zoning Code states that all uses subject to a CUP in a Green Zone District may be required to submit a noise evaluation report and control plans vibration prepared by a licensed professional at the request of the Los Angeles County Department of Public Health (Public Health). Mitigation measures, if required, must be approved by Public Health prior to the permit being finalized.

Section 22.84.030(B)(1) of the Zoning Code states that when a CUP or a Minor CUP are required pursuant to Zoning Code Section 22.84.030(A), the proposed use, development of land, and application of development standards are arranged to prevent adverse effects related to noise on neighboring properties.

Section 22.84.030I(3)(d) of the Zoning Code states that hours of operation for drive-through establishments in the Project area must be no earlier than 6:00 a.m. and no later than 12:00 a.m., and a buffer, which may include a six-foot solid wall, as depicted on the site plan, must be provided to reduce noise trespass from the drive-through area to any adjoining residentially zoned lot.

Section 22.84.030(E) states that hours of outdoor operation or activity for all uses subject to Green Zone District standards shall be limited to between 6:00 p.m. and 8:00 a.m., daily, except for truck loading and unloading into an enclosed building only.

Green Zones Program

Adopted by the County Board of Supervisors (BOS) on June 14, 2022, and effective July 14, 2022, the County's Green Zones Program ordinance aims at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts (Zoning Code Section 22.84) where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. All seven unincorporated Project area communities are included as individual Green Zone Districts. The Green Zones Program amended Section 22.17.190 (Definitions) to include an new definition for "sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located…" (County of Los Angeles 2022a).

Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan (General Plan) was adopted by the Board of Supervisors on October 6, 2015. The Noise Element establishes noise generation limits for each land use type and provides noise management policies to protect residents from excessive noise exposure. As previously discussed, the County did not adopt the ONC Land Use Compatibility for Community Noise Environments Matrix, but instead adapted this matrix to develop the County's exterior noise standards, as seen in Table 4.13-2. By controlling the noise generation from individual properties within a given land use designation (or zone district), all uses should be afforded protection against excessive noise exposure.

Table 4.13-2. Los Angeles County Community Noise Criteria

Noise Zone	Land Use of Receptor Property	Time	Std 1 L_{50} (30 min/ hr)	Std 2 L_{25} (15 min /hr)	Std 3 $L_{8.3}$ (5 min /hr)	Std 4 $L_{1.7}$ (1 min/hr)	Std 5 L_0 (at no time)
I	Noise Sensitive[a]	Anytime	45	50	55	60	65
II	Residential[b]	10:00 p.m.– 7:00 a.m.	45	50	55	60	65
		7:00 a.m.– 10:00 p.m.	50	55	60	65	70
III	Commercial	10:00 p.m.– 7:00 a.m.	55	60	65	70	75
		7:00 a.m.– 10:00 p.m.	60	65	70	75	80
IV	Industrial	Anytime	70	75	80	85	90

Source: County of Los Angeles 1978.
Notes: Std = Standard; min = minutes; hr = hour

[a] Noise sensitive zones are designated by the County Health Officer and are required to be clearly identified with posted signs, such as hospital facilities.
[b] Residential includes single family and multiple family dwellings but excludes transient lodging.

Section 12.08.390 of the County of Los Angeles Code of Ordinances stipulates that if the ambient noise level (as defined by the L_{50} value from an ambient noise measurement) exceeds the Standard 1 noise level allowance, the measured L_{50} becomes the Standard 1 allowance.

The following policies from the County's General Plan Noise Element (Chapter 11) may be applicable to the Project (County of Los Angeles 2015):

Policy N 1.1 Utilize 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 (BAT).

Policy N 1.4 Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.

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 dB (CNEL or L_{dn}) noise exposure contours.

Policy N 1.6 Ensure cumulative impacts related to noise do not exceed health-based safety margins.

Policy N 1.7 Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.

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 dBA CNEL and above, when unavoidable impacts are identified.

Policy N 1.10 Orient residential units away from major noise sources (in conjunction with applicable building codes).

Policy N 1.11 Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) 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 assure the compatibility of proposed uses.

Chapter 16 of the County's General Plan features implementation programs, which includes N-3, Noise Abatement Program, and its two components as follows:

- Create guidelines to mitigate noise issues in development projects and at a countywide level.
- Plan transportation/parking features to have minimal noise impacts to natural resources.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The Project would amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow Accessory Commercial units (ACUs) and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition. The East Los Angeles 3rd Street Specific Plan does not contain goals and policies relevant to noise and the Project (County of Los Angeles 2014a).

Florence Firestone Community Plan. The Florence-Firestone Community Plan will be reorganized and incorporated into the Metro Area Plan. Goals and policies within the Florence-Firestone Community Plan include residential noise barriers along the Metro Blue Line and railroad rights-of-way and enforcement of standards for industrial operations (County of Los Angeles 2019a).

Florence Firestone TOD Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) does not have goals and policies relevant to noise and the Project (County of Los Angeles 2023a).

Connect Southwest LA Specific Plan. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. It will be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. The Connect Southwest LA Specific Plan does not contain goals and policies relevant to noise and the Project (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with implementation of the Project. The Willowbrook TOD Specific Plan includes performance standards limiting noise- and vibration-generating activities and implements noise buffer policies (County of Los Angeles 2018).

4.13.1.2 Existing Noise Environment

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the sound energy propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for people is about 0 dB, which corresponds to 20 mPa.

Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a common receptor position the same distance to each source would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Thus, what has been defined as an "A-weighted" sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average healthy young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or evaluate sound with respect to industry or application-specific needs (e.g., B-, C-, D-, and G-scales), but these scales are rarely used in conjunction with highway-traffic noise or general community noise assessment. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 4.13-3 describes typical A-weighted noise levels for various noise sources.

Table 4.13-3. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013.

Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hz–8,000 Hz) range (Caltrans 2013). In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound, would generally be perceived as barely detectable.

Noise Descriptors

Noise in our daily environment fluctuates over time at varying rates. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors utilized in this analysis.

- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an energy average of the sound level occurring over a specified period. The 1-hour A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria (NAC) used by Caltrans and the Federal Highway Administration (FHWA). Note that L_{eq} is not an arithmetic average of varying dB levels over a period of time, it accounts for greater sound energy represented by higher decibel contributions.
- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90% of the time).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors:

- **Geometric Spreading** – Sound from a localized source (i.e., an ideal point source) propagates uniformly outward in a spherical pattern (or hemispherical when near a surface). In a free field,[1] the sound level attenuates (or decreases) at a rate of 6 decibels for each doubling of distance from a point source. Roadways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 decibels for each doubling of distance from a line source.
- **Ground Absorption** – The propagation path of noise from a sound emission source to a receptor is usually horizontal and proximate to the ground. Under these conditions, noise attenuation from ground absorption and reflective wave canceling can add to the attenuation associated with geometric spreading. For acoustically "hard" paths over which sound may traverse (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or "soft" sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as fresh-fallen snow, soft dirt, or dense vegetative ground cover), an

[1] i.e., in the absence of reflecting surfaces or intervening barriers.

additional ground-attenuation value of +1.5 decibels per doubling of distance is normally assumed. When added to cylindrical spreading for line source sound propagation, the excess ground attenuation results in an overall drop-off rate of 4.5 decibels per doubling of distance.

- **Atmospheric Effects** – Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound pressure levels can also be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects when distances between a source and receptor are large.
- **Shielding by Natural or Human-Made Features** – A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. While a line of trees may visually occlude the direct line between a source and a receptor, its actual noise-reducing effect is usually negligible because it does not create a solid barrier. Deep expanses of dense wooded areas, on the other hand, can offer noise reduction under the right conditions. In contrast, water reservoirs, lakes or other expansive bodies of water between the source and the receptor can have the perceived effect of reinforcing sound (i.e., reducing the rate of attenuation) because they have surfaces that are not considered acoustically absorptive and are instead acoustically reflective.

Vibration Characteristics

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes (Caltrans 2020), such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes.

Sensitive Receptors

Noise- and vibration-sensitive land uses are typically locations where people reside or where the presence of unwanted sound or groundborne vibration could adversely affect the use of the land. Residences, schools, hospitals, libraries, and some passive recreation areas would—depending on definitions per the County—be considered noise- and vibration-sensitive and would be subject to applicable quantified thresholds for allowable exposures and consequently warrant measures for adequate protection. Generally, residences are the nearest land

uses with the potential to be impacted by construction and operation of future projects implemented under the Project, including noise levels associated with the addition of Project-related traffic on the local roadway network. Additional sensitive receptors are located farther from the rezoning program areas in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the residential uses to be constructed as part of the Project are considered sensitive receptors.

Los Angeles County is impacted by a multitude of noise sources. Mobile sources, especially automobiles, trucks, and trains, are the most common and significant sources of noise in most communities and the predominant source of noise in Los Angeles County. Major sources of transportation noise include a large number of highways and rail lines that traverse unincorporated areas. In addition, commercial, industrial, and institutional land uses (i.e., schools, fire stations, utilities) throughout Los Angeles County generate stationary-source noise.

Estimating Existing Conditions

Methodology. Section 12.08.390.B of the Los Angeles County Code (LACC) noise ordinance allows an upward adjustment of its default exterior noise level standards for each of four defined receiving "noise zones" (I, II, III, and IV) if the existing outdoor ambient sound level at a receiving land use already exceeds the standard. This means that the existing outdoor ambient noise level in the vicinity of a housing rezoning, Accessory Commercial Unit (ACU), or industrial rezoning property development implemented under the Project can influence the assessment of stationary source noise impacts. The LACC Section 12.08.390.D indicates the ambient sound levels at a studied receptor should be measured, and that this activity may be conducted for individual site-specific developments implemented under the Project. For purposes of this program-level impact assessment the existing outdoor ambient sound level at a location in the County of Los Angeles can be estimated with guidance from the FTA, which offers two techniques in its Transit Noise and Vibration Impact Assessment manual: 1) proximity to surface transportation routes (roadways or rail), and 2) population density (FTA 2018). Table 4.13-4 provides an estimated day-night sound level (Ldn) value matrix from a combination of these techniques.

Table 4.13-4. Existing Outdoor Ambient Day-Night Sound Level Estimated from Roadway Proximity and Population Density

Estimated Day-Night Sound Level (dBA L_{dn}) per Population Density Category				
Population Density (people per square mile) in Vicinity of Development Implemented under Project	**300–1,000**	**1,000–3,000**	**3,000–10,000**	**10,000–30,000**
Distance to Interstate Highway[1,2]				
= 10–50 feet	75	75	75	75
= 50–100 feet	70	70	70	70
= 100–200 feet	65	65	65	65
= 200–400 feet	60	60	60	60
= 400–800 feet	55	55	55	60
= 800 or more feet	50	50	55	60
Distance to Parkway (55 mph) or City Streets (30 mph)[1,3]				
= 10–50 feet	70	70	70	70
= 50–100 feet	65	65	65	65
= 100–200 feet	60	60	60	60
= 200–400 feet	55	55	55	60

Table 4.13-4. Existing Outdoor Ambient Day-Night Sound Level Estimated from Roadway Proximity and Population Density

Estimated Day-Night Sound Level (dBA L_{dn}) per Population Density Category				
Population Density (people per square mile) in Vicinity of Development Implemented under Project	**300–1,000**	**1,000–3,000**	**3,000–10,000**	**10,000–30,000**
= 400 or more feet	50	50	55	60
Distance to Railway[1,4]				
= 10–30 feet	75	75	75	75
= 30–60 feet	70	70	70	70
= 60–120 feet	65	65	65	65
= 120–240 feet	60	60	60	60
= 240–500 feet	55	55	55	60
= 500–800 feet	50	50	55	60
= 800 or more	45	50	55	60

Source: FTA 2018
Notes:
1 Distances do not include shielding from intervening rows of buildings.
2 Roadways with 4 or more lanes that permit trucks, with traffic at 60 mph.
3 Parkways with traffic at 55 mph, but without trucks, and city streets with the equivalent of 75 or more heavy trucks per hour and 300 or more medium trucks per hour at 30 mph.
4 Main line railroad corridors typically carrying 5-10 trains per day at speeds of 30-40 mph.

Table 4.13-4 indicates that a noise-receiving land use within 30 feet of an Interstate highway will likely be exposed to 75 dBA L_{dn} regardless of the population density. In other words, the receiving land use could be in a very rural or very urban region of the County, but the highway traffic noise is dominant at such proximity. On the other hand, Table 4.13-4 also shows that an urban setting where the localized population density exceeds 10,000 people per square mile would be expected to have an outdoor ambient sound level of 60 dBA even when roadway and rail routes are further away from the studied receiving land use.

Proximity to aviation transportation routes, which is studied separately herein, or sufficient proximity to noisy industrial facilities would likely introduce additional acoustical contributors and may thus yield an outdoor ambient sound level that is actually higher than the estimated value presented in Table 4.13-4. For this reason, and consistent with LACC Section 12.08.390.D, this program-level noise assessment recommends that actual existing outdoor ambient sound levels should be measured (and thus accurately quantified) for each site-specific development implemented under Project. Regardless of what the actual measured sound environment may be at a site-specific future project location, the exterior noise level thresholds per 12.08.390.A would represent the default or minimum values to be used for purposes of assessment and are thus conservatively applied as such in this community noise impact assessment.

Community Summaries

The following Project community summaries describe major acoustical contributors to and characteristics of the outdoor ambient sound environment within the seven Project communities. Unless previously quantified and reported by another environmental study as noted or referenced herein, the approximate outdoor ambient sound levels for a Project community location can reasonably be estimated using the presented population density and surface transportation traffic proximity information presented in these subsequent paragraphs.

East Los Angeles

With a population density of 15,938 persons per square mile based on the 2020 U.S. Census, the community of East Los Angeles is considered to be densely populated (as defined in Table 4.13-4), with associated outdoor ambient noise levels expected of such an urban setting. The community encompasses several major transportation sources, including the I-5 freeway near the communities' southern boundary in a roughly east-west direction, the I-10 freeway near the northern boundary in an east-west direction, and State Route 60 in the approximate center in an east-west direction. The I-710 freeway bisects the community in a north-south direction. Additionally, rail lines and freight yards are located along the communities' southern boundary. Although the East Los Angeles community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

A noise measurement survey was conducted as part of the noise analysis for the East Los Angeles 3rd Street Specific Plan (County of Los Angeles 2014b). The results of the ambient noise survey reflect daytime noise levels ranging from approximately 55 to 87 dBA throughout the area. The primary noise source at all survey locations was roadway traffic. The highest noise levels occur along Cesar Chavez Parkway, State Route 60 (SR-60), and Interstate 710 (I-710). The lowest noise levels occur adjacent to the Calvary and Serbian cemeteries, and in the residential areas located further from the freeways. Based on the Los Angeles County General Plan Noise Element, additional analysis is recommended for residences proposed in areas exposed to traffic noise levels that exceed 60 dBA CNEL to ensure interior noise levels would not exceed 45 dBA CNEL. Based on the noise survey results, much of the community is currently exposed to noise levels in excess of 60 dBA CNEL.

East Rancho Dominguez

With a population density of 18,000 persons per square mile based on the 2020 U.S. Census, the community of East Rancho Dominguez is considered to be densely populated, with associated outdoor ambient noise levels expected of such an urban setting. The I-710 freeway constitutes much of the communities' eastern boundary and is a major contributor to noise levels in that area. Additionally, traffic along major arterial roadways in the east-west direction (such as Rosecrans Avenue, Alondra Boulevard, Compton Boulevard) and in the north-south direction (Atlantic Avenue, Long Beach Boulevard) contribute to relatively high noise levels. Although the East Rancho Dominguez community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

Florence-Firestone

With a population density of 17,000 persons per square mile based on the 2020 U.S. Census, the community of Florence-Firestone is considered to be densely populated, with associated outdoor ambient noise levels expected of such an urban setting. Although not adjacent to or transected by any freeways, traffic along major arterial roadways in the east-west direction (such as Firestone Boulevard, Gage Avenue, Slauson Avenue) and in the north-south direction (Compton Avenue, Alameda Street) contribute to relatively high noise levels. Additionally, the Alameda Corridor, the primary connection for cargo-carrying rail traffic from the ports of Los Angeles and Long Beach to the transcontinental rail yards near downtown Los Angeles, is located partially within and just east of the Firestone-Florence community. Although the community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

Walnut Park

Sharing a boundary with the Florence-Firestone community on the western side, Walnut Park is similarly not adjacent to or transected by any freeways. With a population density of 15,966 persons per square mile based on the 2020 U.S. Census, the community is considered to be densely populated with associated outdoor ambient noise levels expected of such an urban setting and similar to the other communities within the Project area. Traffic along major arterial roadways in the east-west direction (such as Florence Avenue) and in the north-south direction (Santa Fe Avenue, Pacific Boulevard) contribute to relatively high noise levels. Although the community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

West Athens-Westmont

With a population density of 7,000 persons per square mile based on the 2020 U.S. Census, West Athens is considered to be of medium population density (as defined in Table 4.13-4), while Westmont, with a population density of 18,000 persons per square mile is considered to be of high density, with associated outdoor ambient noise levels expected of an urban setting. The community encompasses several major transportation sources, including the I-105 freeway which transects the neighborhood in an east-west direction. The Metro Green Line commuter rail operates within the median of the I-105 freeway, and a freight rail line exists to the south of the I-105 freeway. Traffic along major arterial roadways in the east-west direction (such as Century Boulevard, Imperial Highway, El Segundo Boulevard) and in the north-south direction (Western Avenue, Normandy Avenue, Vermont Avenue) contribute to relatively high noise levels. Additionally, the neighborhood is within the Airport Influence Area of Los Angeles International Airport (ALUC 2022).

Noise modeling was conducted as part of the noise analysis for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Placeworks 2018). The results of the noise modeling indicate that rail and I-105 noise levels at noise-sensitive land uses ranged from 58 to 87 dBA L_{dn}/CNEL, although structures (where present) would provide 5 to 10 decibels noise reduction. Noise levels from the arterial roadways within the community ranged from 63 to 73 dBA L_{dn}/CNEL at a distance of 50 feet from the roadway centerline. Based on the noise modeling results, much of the community is currently exposed to noise levels in excess of 60 dBA CNEL.

West Rancho Dominguez-Victoria

With a population density of 3,400 persons per square mile based on the 2020 U.S. Census, West Rancho Dominguez-Victoria is considered to be of medium population density (as defined in Table 4.13-4). The community is adjacent to several major transportation sources, including the I-105 freeway to the north and the I-405 freeway to the west. Traffic along major arterial roadways in the east-west direction (such as El Segundo Boulevard. Rosecrans Avenue, Redondo Beach Boulevard) and in the north-south direction (Avalon Boulevard, Central Avenue) contribute to relatively high noise levels. Although the community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

Willowbrook

With a population density of 6,400 persons per square mile based on the 2020 U.S. Census, Willowbrook is considered to be of medium population density (as defined in Table 4.13-4). The community encompasses several major transportation sources, including the I-105 freeway which lies on the communities' northern boundary. The Metro Green Line commuter rail operates within the median of the I-105 freeway. The Metro Blue line also transects the community in a north-south direction, and the Alameda Corridor, the primary connection for cargo-carrying rail

traffic from the ports of Los Angeles and Long Beach to the transcontinental rail yards near downtown Los Angeles, is located along the communities' eastern boundary. Traffic along major arterial roadways in the east-west direction (such as Imperial Highway, El Segundo Boulevard, Rosecrans Avenue) and in the north-south direction (Avalon Boulevard, Central Avenue, Wilmington Avenue) contribute to relatively high noise levels. Although the community experiences overflights from local airports and other aircraft operations, the community is not located within any Airport Influence Areas (ALUC 2022).

Noise modeling was conducted as part of the noise analysis for the Willowbrook Transit-Oriented District Specific Plan (County of Los Angeles 2017). The results of the noise modeling indicated that transit rail noise levels produced approximately 65 dBA L_{dn}/CNEL at a distance of 75 feet from the rail line, and that existing traffic noise levels ranged from approximately 62 dBA CNEL (along portions of 118th Street) to approximately 71 dBA CNEL (along portions of Imperial Highway) at a distance of 25 feet from the roadway curb.

4.13.2 Environmental Impacts

4.13.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of future project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.13.2.2) in determining whether the Project would result in a substantial temporary or permanent increase in noise or vibration, or if the housing, ACU, or the Industrial Program's candidate parcels/areas are within the vicinity of a private airport or airport land use plan.

The evaluation of potential noise and vibration impacts was based on a review of regulations and determining their applicability to the Project. The extents of the Project area provided by the County represents the study area for which "substantial" temporary or permanent noise increases, or excess above acknowledged standards, has been predicted in this Recirculated Draft PEIR at a programmatic level with methodology as discussed in the following subsections. As such, potential noise and vibration impacts arising from implementation of the Project have been evaluated on a representative basis unless available data (provided by the County or as a result of analyses conducted by other technical disciplines, such as Transportation) supports a more granular assessment as the following methodology subsections may summarize.

Construction Noise

Since precise descriptions of activities involving construction approved for site-specific future projects implemented under the Project are not known at this time, construction noise impact predictions were based on CalEEMod default

rosters of conventional heavy construction equipment for each of six typical phases of construction activity, as described in Section 4.3, Air Quality of this Recirculated Draft PEIR.

Using a technique that reasonably emulates the FHWA Roadway Construction Noise Model (RCNM), screening distances were iteratively predicted for a total of six impact criteria and under the following assumptions: (1) that only one of each type of mobile or stationary equipment per phase would be operating concurrently and located near the property line of the nearest noise sensitive receiver, and (2) operation noise generated by each equipment type would reflect energy-equivalent sound level values (L_{eq}) based on maximum sound levels (L_{max}) but adjusted temporally (i.e., what percentage of time the equipment is actually operating at full power) by default "acoustical usage factors" (AUF) as presented in Table 1 of the RCNM User's Guide (FHWA 2006). The six criteria represent the County daytime residential receptor limits, per Section 12.08.440 of the County of Los Angeles Code of Ordinances, for construction noise with respect to potential projects lasting 10 days or less in total duration, or greater than 10 days in total duration.

Roadway Traffic Noise

Implementation of the Project is expected to increase housing development, change the character of industrial activity at targeted areas within four of the seven studied Project communities, and introduce (via ACU development) qualifying types of commercial activity within corner lots of residential zones that are now (or have been) primarily residential. Although precise locations of new development implemented under the Project, such as introduction of new ACU sites, may not be known, the development and rezoning aims of the Project are expected to cause both regional and localized effects on roadway traffic volumes. Hence, this analysis studies existing and future average daily traffic (ADT) volumes and estimated Project-attributed trip generation for a total set of 146 roadway segments across the seven communities that adjoin or are in the proximity of many of the anticipated Project rezoning program areas. Many of these roadway segments have also been studied in the County General Plan Update 2035 EIR (County of Los Angeles 2014c), and more recently the County Housing Element Update PEIR (County of Los Angeles 2022b) and the Florence-Firestone TOD Specific Plan EIR (County of Los Angeles 2021). For purposes of this acoustical assessment, the ADT volumes for "with project" and "without project" scenarios are tabulated in Appendix G and were provided by Translutions, Inc. These predicted traffic volumes represent the existing (2022) and the buildout (2035) year with and without project model runs conducted for the Project's Vehicle Miles Traveled (VMT) analysis using the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Travel Demand Model for Los Angeles County, and have been used to estimate percentage change in daily traffic with and without project conditions.

Consistent with the technical approach adopted by the Florence-Firestone TOD Specific Plan EIR, and for purposes of this assessment, the change in traffic noise emanating from a roadway segment is related to the change in ADT volumes with the following expression:

$$\text{Change in roadway segment traffic noise (dB)} = 10*\text{LOG}(V_2/V_1)$$

In the above relationship, "V_2" is the roadway volume for the post-change condition and "V_1" is the pre-change condition. For purposes of assessing traffic noise, two change scenarios are studied:

- Existing vs. Existing plus Project, where Existing is quantified ADT for the studied roadway segment in 2022, and Existing plus Project is the Existing ADT plus the estimated ADT (quantified as trip generation) attributed to build-out implemented under the Project.
- Cumulative vs. Cumulative plus Project, where Cumulative is quantified ADT for the studied roadway segment in 2035, and Cumulative plus Project is the Cumulative ADT plus the estimated ADT (quantified as trip generation) attributed to build-out implemented under the Project.

The calculated changes in traffic noise for each of the studied roadway segments for these two scenarios are tabulated in Appendix G. The County General Plan Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. For the purposes of this noise analysis, such impacts are considered significant when they cause an increase of 3 dB from existing noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013). Per the above mathematical expression, and assuming no changes to the roadway vehicle speeds or substantial changes to the proportions of vehicle types on the roadways, the Project would have to roughly double the traffic volumes on local roadways to increase traffic by 3 dBA and hence cause a potentially significant impact.

Stationary Noise

Housing Element Rezoning Development

Newly created residential units facilitated by the Project would largely generate noise from intermittent and short-duration landscaping and maintenance activities, and (for purposes of this analysis) continuously operating air-conditioning and related heating and ventilation systems (HVAC). Noise from landscaping and maintenance activities, along with other stationary (i.e., non-transportation) sources of noise that may occur and not be exempted by Los Angeles County Code 12.08.570, would be subject to County exterior noise limits per Section 12.08.390 that appear in Table 4.13-2.

Residential air-conditioning and refrigeration equipment noise, however, is one of the stated exemptions from 12.08.390 per 12.08.570.D.5 and subject to a separate set of quantified thresholds per Los Angeles County Code 12.08.530 that are summarized as follows:

- 55 dBA at any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall;
- 50 dBA at the center of a neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall; and,
- 50 dBA 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.

For purposes of this noise assessment, noise from HVAC systems associated with newly renovated or built housing units implemented under the Project were assumed to be largely caused by operation of rooftop or otherwise outdoor-exposed air-cooled condensers (ACC) that comprise multiple ventilation fans and refrigeration compressors. Utilizing a CalEEMod default assumption of 1,000 square feet per average housing unit requiring air-conditioning, and an approximate indoor air cooling load of one ton of refrigeration per 500 feet of residential-type occupied space per the Loren Cook "Engineering Cookbook" (Loren Cook Company 1999), this means—on average—each new housing unit would require two (2) tons of refrigeration. This refrigeration tonnage to housing unit ratio was used to estimate a quantity of rooftop ACC units, for which manufacturer sound data on a 2-ton unit is readily available from multiple suppliers, and thereby allow a means to estimate aggregate stationary source noise emission level from the following expression:

$$\text{Site-specific project stationary source sound power dBA} = PWL_{ACC} + 10*LOG(2*N)$$

In the above relationship, "PWL_{ACC}" is the A-weighted sound power level (PWL) for a single 2-ton refrigeration capacity ACC unit, and "N" is quantity of anticipated maximum housing units for the site-specific development potentially implemented under the Project. Standard point-source sound propagation algorithms consistent with International Organization for Standardization (ISO) 9613-2 (ISO 1996) were used in a model to enable iterative

prediction of source-to-receptor distances for each of the County's three above-bulleted receiving residential locations at and within which a significant impact (i.e., exceedance of the 55 dBA or 50 dBA noise limit) would be anticipated.

Accessory Commercial Use (ACU) Development

Newly created ACU facilitated by the Project would allow for the construction of new ACUs, or conversion of existing occupied residential space into commercial applications with constraints on business types and size (i.e., allowable area in square footage, which this analysis assumes—and consistent with the Project Description—would be an average of 850 square feet [SF]). Assuming (for purposes of this analysis) such conversion at a sample project site would result in negligible changes to landscaping and maintenance activities associated with the exterior of a specific property, and therefore little or no change to those ongoing noise-producing sources, this assessment focuses on what could substantially change for the converted land use with respect to generating an increase in outdoor noise to the surrounding community: the heating, ventilation, and air-conditioning (HVAC) loads (both cooling demand and minimum outside air for indoor air quality) that could include likely increases in mechanical refrigeration. Because these potentially added or upgraded electro-mechanical noise-producing sources would be associated with a new commercial use, the exterior noise limits as shown in Table 4.13-2 would remain applicable for the proximate receptor type. In other words, since they would no longer be considered "residential air-conditioning or refrigeration equipment", the thresholds per 12.08.530 would not apply to the ACUs.

Quantifying the potential changes in electro-mechanical system noise emission at a potential sample residential property that would transform into an ACU involves a prediction technique similar to that of the preceding approach for increased housing units as a result of Project implementation. The difference for ACU analysis is that it is presumed the existing residential property already features mechanical air-conditioning appropriate for an occupied residence, which serves as a baseline or existing condition. For a variety of potential business types or functions, this equipment would be upgraded in size and/or capacity to handle the increased minimum airflow and/or cooling load that industry expects for the intended ACU use (e.g., bodega, restaurant, etc.). Hence, the potential change in outdoor noise emission studied and reported is thus the quantitative contrast of these estimated existing residential and anticipated ACU-attributed noise levels. Additionally, the potential ACU noise levels are compared with County exterior noise limits to assess possible exceedances and thus impact significance.

Industrial Program

Future rezoning industrial land uses as a result of the proposed Industrial Program means that within the Project target areas of development, pre-existing industrial enterprises could change from one type to another, which would include new clean industrial uses, small manufacturing, and/or life sciences facilities (see Section 4.13.2.3, below for more details). With respect to stationary producers of noise at a site-specific project, this change involves introduction of new or modifications of existing HVAC systems and other electro-mechanical sound sources based on anticipated loads and capacities such as interior comfort and cooling loads via refrigeration. Assuming (for purposes of this analysis) such conversion at a sample project site would result in negligible changes to landscaping and maintenance activities associated with the exterior of a specific property, and therefore little or no change to those ongoing noise-producing sources, this assessment focuses on the change in HVAC loads. Because these potentially added or upgraded electro-mechanical noise-producing sources would be associated with a new commercial use, the exterior noise limits as shown in Table 4.13-2 would remain applicable for assessing potential noise impact significance for the proximate receptor type.

Quantifying the potential changes in electro-mechanical system noise emission at a sample rezoned property involves a prediction technique similar to that of the preceding approach for ACU development as a result of Project implementation.

The presumed existing industrial property already features mechanical air-conditioning appropriate for its business type, based on industry-adopted cooling load estimate ranges, which serves as a baseline or existing condition. For a variety of potential new commercial uses considered by the Project that represent what could replace these baseline industrial operations, the expected equipment would be altered and thus reflect the type of contemplated high-technology or other desired application of the Project. Such changes could be quantitative upgrades in size and/or capacity to handle the increased minimum airflow and/or cooling load that industry expects for the intended rezoned use; or, the change may be a decrease in outdoor mechanical equipment intensity and magnitude, which would then translate into a potential reduction of noise. Hence, the potential change in outdoor noise emission studied and reported is thus the quantitative contrast of these estimates for the set of existing industrial and anticipated Project-attributed commercial-type noise levels. Additionally, the potential rezoned land use noise levels, typified by a set of example projects for purposes of this analysis, are compared with County exterior noise limits to assess possible exceedances and thus impact significance.

Construction Vibration

Because the County does have quantified groundborne vibration velocity criteria as described in Section 4.13.2, these values were used to iteratively predict impact screening distances for site-specific construction-attributed vibration (associated with developments implemented under the Project) with expressions found in FTA and Caltrans guidance per the equation as follows (FTA 2018):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5}$$

In the above expression, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source and D is the actual horizontal distance to the receiver.

4.13.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance regarding noise and vibration are listed below. A project may have a significant impact if it would:

Threshold 4.13-1: Result in 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies.

Threshold 4.13-2: Result in generation of excessive groundborne vibration or groundborne noise levels.

Threshold 4.13-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

4.13.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[2] The buildout of these dwelling units would result in approximately 108,390 additional Project area residents. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs, which would generate approximately 176 new jobs.

3. Industrial Land Use Strategy Program (Industrial Program) – Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of noise listed in Section 4.13.1.1 above.

[2] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

Areawide Goals and Policies

Policy LU 1.3 Noise Barriers. Minimize noise impacts to residences along the Metro A Line, railroad rights-of-way, and freeways by designing community-friendly and appropriately designed noise barriers. Wherever possible, near publicly visible areas, incorporate public art into the design.

Policy LU 6.3 Noise Emissions. Enforce County of Los Angeles Noise Ordinance for equipment, operations, and vehicles used by industrial operations.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of noise and vibration.

4.13.2.4 Impact Analysis

Threshold 4.13-1 Would the project result in 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

Changes to Local Community Traffic Noise

Tables 4.13-5 and 4.13-6 present, from among the 146 total quantity of roadway segments studied, the top twenty (20) predicted to have the greatest increase in traffic noise level for the Existing year (2022) and Cumulative year (buildout at 2035), respectively. These predicted changes to roadway traffic encompass influences from all three Project components: housing rezoning, ACU rezoning, and Industrial Program.

Table 4.13-5. Predicted Roadway Traffic Noise Changes – Existing Year (2022)

Metro Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Existing Year (2022) with Project vs. without Project (dB increase)
West Rancho Dominguez - Victoria	San Pedro Street	El Segundo Boulevard to 135th Street	1.19
West Rancho Dominguez - Victoria	135th Street	Broadway to Main Street	1.07
West Rancho Dominguez - Victoria	Main Street	124th Street to El Segundo Boulevard	1.06
West Athens - Westmont	120th Street	Western Avenue to Normandie Avenue	1.00
West Rancho Dominguez - Victoria	Main Street	120th Street to 124th Street	0.91
West Rancho Dominguez - Victoria	San Pedro Street	120th Street to 124th Street	0.89

Table 4.13-5. Predicted Roadway Traffic Noise Changes – Existing Year (2022)

Metro Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Existing Year (2022) with Project vs. without Project (dB increase)
West Rancho Dominguez - Victoria	Main Street	[13]5th Street to Rosecrans Avenue	0.87
West Rancho Dominguez - Victoria	[12]0th Street	Success Avenue to Compton Avenue	0.81
West Rancho Dominguez - Victoria	[13]5th Street	Main Street to San Pedro Street	0.78
Florence-Firestone	Compton Avenue	Nadeau Street to Manchester Avenue	0.75
Florence-Firestone	Compton Avenue	Florence Avenue to Nadeau Street	0.67
East Los Angeles	Whittier Boulevard	Arizona Avenue to Atlantic Boulevard	0.66
West Rancho Dominguez - Victoria	El Segundo Boulevard	Main Street to San Pedro Street	0.60
West Rancho Dominguez - Victoria	Main Street	Redondo Beach Boulevard to Alondra Boulevard	0.60
West Rancho Dominguez - Victoria	El Segundo Boulevard	Figueroa Street to Broadway	0.60
West Rancho Dominguez - Victoria	El Segundo Boulevard	Broadway to Main Street	0.59
Florence-Firestone	Compton Avenue	Manchester Avenue to [9]2nd Street	0.57
Florence-Firestone	Florence Avenue	Alameda Street to Santa Fe Avenue	0.57
East Los Angeles	Whittier Boulevard	Ford Boulevard to Arizona Avenue	0.53
Florence-Firestone	Hooper Avenue	Nadeau Street to Manchester Avenue	0.52

Notes: dB = decibel

Table 4.13-6. Predicted Roadway Traffic Noise Changes – Cumulative Year (2035)

Metro Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Cumulative Year (2035) with Project vs. without Project (dB increase)
West Rancho Dominguez - Victoria	San Pedro Street	[12]0th Street to [12]4th Street	1.65
West Rancho Dominguez - Victoria	[13]5th Street	Broadway to Main Street	1.60
West Rancho Dominguez - Victoria	[12]0th Street	Success Avenue to Compton Avenue	1.59
West Rancho Dominguez - Victoria	San Pedro Street	El Segundo Boulevard to [13]5th Street	1.27
West Athens - Westmont	120st Street	Western Avenue to Normandie Avenue	1.17

Table 4.13-6. Predicted Roadway Traffic Noise Changes – Cumulative Year (2035)

Metro Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Cumulative Year (2035) with Project vs. without Project (dB increase)
West Rancho Dominguez - Victoria	San Pedro Street	[12]4th Street to El Segundo Boulevard	1.08
West Rancho Dominguez - Victoria	Main Street	[13]5th Street to Rosecrans Avenue	1.03
West Rancho Dominguez - Victoria	San Pedro Street	[13]5th Street to Rosecrans Avenue	0.89
Florence-Firestone	Compton Avenue	Nadeau Street to Manchester Avenue	0.86
West Rancho Dominguez - Victoria	Broadway	El Segundo Boulevard to [13]5th Street	0.84
West Rancho Dominguez - Victoria	Main Street	[12]0th Street to [12]4th Street	0.83
West Rancho Dominguez - Victoria	El Segundo Boulevard	Main Street to San Pedro Street	0.83
West Rancho Dominguez - Victoria	Main Street	[12]4th Street to El Segundo Boulevard	0.83
East Los Angeles	Whittier Boulevard	Arizona Avenue to Atlantic Boulevard	0.74
Florence-Firestone	Compton Avenue	Florence Avenue to Nadeau Street	0.70
West Rancho Dominguez - Victoria	El Segundo Boulevard	Figueroa Street to Broadway	0.68
East Los Angeles	Whittier Boulevard	Ford Boulevard to Arizona Avenue	0.64
East Los Angeles	Whittier Boulevard	Hendrick Avenue to Garfield Avenue	0.62
West Rancho Dominguez - Victoria	[13]5th Street	Main Street to San Pedro Street	0.62
West Rancho Dominguez - Victoria	El Segundo Boulevard	Broadway to Main Street	0.61

Notes: dB = decibel

For each studied year, at the other 126 studied roadway segments, as tabulated in Appendix G, predicted changes in roadway traffic noise were less than 0.52 dBA for 2022 and less than 0.61 dBA for 2035, and like the values appearing in Tables 4.13-5 and 4.13-6 would thus be considered less than significant since they are all lower than a 3 dBA predicted change.

Although the preceding analysis predicts that traffic noise increases to offsite receptors along the studied roadway segments would be compliant with Threshold 4.13-1, site-specific future projects implemented under the Project would still need to meet several policies from the Noise Element of the Los Angeles County General Plan, as listed in Section 4.13.1.1, which relate to minimizing noise land use compatibility impacts. Implementation of the relevant General Plan Noise Element policies would reduce impacts to the extent feasible. Additionally, the Metro Area Plan includes policies that serve to minimize noise conflicts as a result of developments and differing land uses, including

Policies LU 1.3 and LU 6.3 included above in Section 4.13.2.3, Land Use Changes, Programs, and Policies. However, additional measures could be required during specific, project-level assessments to ensure that future land uses are compatible to their noise environment. Such measures could include requiring closed windows and provision of mechanical ventilation and air-conditioning, so that the resulting exterior-to-interior intrusion of traffic noise into a habitable indoor space would result in interior background sound level that is compatible with 45 dBA L_{dn} or CNEL and thus consistent with General Plan Noise Element Policy N-1.5 as well as California building code requirements (e.g., Title 24 and Title 25 with regards to noise as part of "interior comfort"). On this basis, and aside from these noise compatibility considerations for future development implemented under the Project, traffic noise impacts related to offsite existing noise-sensitive receptors would be less than significant due to the predicted change in traffic noise levels attributed to the Project.

Non-Transportation Operations Noise

Housing Rezone

Implementation of the Project would entail higher density development of housing sites. Any new housing units require mechanical ventilation and air-conditioning, which is assumed to include an air-cooled condensing unit (ACC) for each, with up to 2 tons of refrigeration capacity and the corresponding noise emission from compressors and ventilation fans. A site-specific development resulting in installation of multiple outdoor ACC equipment would therefore result in an aggregate noise emission level from such stationary sources being greater than that of one.

To illustrate how this representative aggregate stationary source noise level changes with the size of a parcel-specific development implemented under the Project at a programmatic level, Table 4.13-7 indicates screening distances within which exceedances of the County noise level standard (55 dBA or 50 dBA, per Los Angeles County Code 12.08.530) may occur. The nine categories of predicted distances are associated with new housing unit quantity ranges, and the indicated distance is conservatively estimated using the larger value of the unit quantity range. Table 4.13-7 presumes that the existing outdoor ambient sound levels, if measured and expressed as statistical L_{50} values (i.e., median sound levels), are less than or equal to the default hourly exterior noise thresholds appearing in LACC 12.08.530. Where an off-site receiving home within the indicated distance from an operating site-specific housing development shown in Table 4.13-6 may thus be potentially exposed to excessive stationary source noise, the site-specific development parcel would need project design features or noise mitigation measures compatible with General Plan Noise Element Policy N-1.3 to yield noise levels considered compliant with the County's noise standards as appearing in the column headings of Table 4.13-7.

By way of illustration, a new residential development scenario facilitated by the Project that would create 16 new residential units would correspondingly create an estimated need of 32 tons of refrigeration that could be provided by multiple ACC units or a single ACC with the capacity to deliver that cooling load. Table 4.13-7 shows that an off-site receiving residential living area window or patio could be as far away as 87 feet from the ACC and still see a County-compliant noise exposure level of 50 dBA. But if the receiving living area window or patio was closer, the new ACC or the sound path between the equipment and the off-site receptor would need to feature proper BAT noise control or sound abatement.

Estimated day-night sound levels for the general areas of the Project's rezoning program, based on localized population density and proximity to major roadways and rail routes, as shown in Table 4.13-2 are not lower than 45 dBA L_{dn} but could include nighttime hourly levels that are quieter. This is because the L_{dn} value is derived from a calculation that applies a 10 dB "penalty" or upward adjustment to hourly sound levels during the nighttime period (10:00 p.m. to 7:00 a.m.). By way of illustration, 45 dBA L_{dn} could represent steady outdoor daytime (7:00 a.m. to

10:00 p.m.) sound level of 45 dBA, with only 35 dBA at night—a drop in ambient sound level typically attributed to diurnal changes in traffic patterns (FTA 2018). Consequently, even though aggregate stationary source noise emission from a site-specific development implemented under the Project may comply with the exterior noise level standard of 45 dBA at a neighboring Noise Zone I property, there is the potential for that 45 dBA hourly L_{eq} to exceed the existing outdoor ambient sound level at night. If the outdoor sound level of the neighboring off-site Noise Zone I property or land use was measured prior to development and indeed reported as 35 dBA L_{eq} during nighttime hours, then the LACC-compliant 45 dBA L_{eq} during such hours would still be a 10 dB increase and easily perceived as a change in the outdoor sound environment that could be considered potentially significant—on the basis that a 10 dB increase would be perceived as a "doubling" of loudness.

Hence, aggregate stationary source noise emission from a site-specific development implemented under the Project could exceed noise standards; therefore, Project noise impacts would be potentially significant. However, all future discretionary projects within the Project area would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined to determine potential noise impacts. This review process may require a project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-1 would require all future discretionary mixed-use projects to prepare a noise mitigation plan that would demonstrate compliance with County noise standards. The Project has also incorporated policies that would serve to reduce potentially significant noise impacts. As such, potential noise impacts of future discretionary projects are anticipated to be less than significant. However, the details of future discretionary actions are unknown at this time and therefore it cannot be guaranteed that impacts would be less than significant.

Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.13-1, potential impacts relative to operational noise would be significant and unavoidable because it is not possible to ensure the successful reduction of operational noise from future industrial, residential, mixed-use, or ACU development projects.

Table 4.13-7. Distances for Stationary Noise (Residential Air-Conditioning) Compliance

Proposed Project Parcel-Specific Development Size (number of residential units)	Outside a Neighboring Living Area Window nearest the Equipment Location[1] or at Center of a Neighboring Patio:[2] 50 dBA (in feet)	On Neighboring Property Line:[2] 55 dBA (in feet)
1-2	36	20
3-4	50	30
5-8	70	42
9-16	87	59
17-32	110	74
33-64	143	94
65-128	190	120

Table 4.13-7. Distances for Stationary Noise (Residential Air-Conditioning) Compliance

Proposed Project Parcel-Specific Development Size (number of residential units)	Outside a Neighboring Living Area Window nearest the Equipment Location[1] or at Center of a Neighboring Patio:[2] 50 dBA (in feet)	On Neighboring Property Line:[2] 55 dBA (in feet)
129-256	256	158
257-512	348	210

Notes:
1 not more than 3 feet from the window opening, but at least 3 feet from any other surface
2 at any point 5 feet above grade level, no closer than 3 feet from any wall

ACU Development

Although the Project Description anticipates the quantities of ACU generation at future year buildout for each of the seven Project communities, their precise locations cannot be known at this time. However, the qualifying areas of these communities in which ACUs could be developed is known, and they are residentially-zoned and thus likely surrounded by what the County would describe as Noise Zone II (residential) land uses for purposes of acoustical assessment, with the possibility of neighboring or proximate noise-sensitive and commercial land uses.

In summary, introduction of a successful new ACU to a community neighborhood means the replacement of, for purposes of this acoustical assessment, an average of 850 square feet (assumed to be up to 1,000 square feet) of residential living space into an operating business. Due to this size limitation, among others that include current zoning regulations, not all types of commercial enterprises would be considered suitable; however, the Project would encourage certain business types that for purposes of this analysis include the following six studied samples: beauty salons (or barber shops), eateries and cafes (excluding alcohol sales), and an assortment of retail ventures (shoe store, clothing shop, drug store, and discount store). Each of these business types would require some level of air-conditioning and minimum ventilation for customer comfort, which translates into a need for outdoor-exposed HVAC equipment that would emit noise to the surrounding community.

The proposed ACU program would restrict ACU operating hours (7:00 a.m. to 9:00 p.m.) Based on industry-adopted estimates for cooling load and minimum flow rates indoor air quality, Table 4.13-8 presents both the predicted total sound emission level from an ACU's outdoor-exposed operating mechanical equipment and the minimum distances at which the indicated ACU business type could operate and not exceed the County's daytime (7:00 a.m. to 9:00 p.m.) threshold for neighboring Noise Zone I (noise-sensitive), Noise Zone II (residential), and Noise Zone III (commercial) properties. For contrast, the last row in Table 4.13-8 displays the estimated noise emission level from outdoor-exposed residential air-conditioning equipment. Appendix G includes details of the worksheets that calculate these tabulated values and their input parameters that include fan static pressure and volume rate, and refrigeration tonnage.

Table 4.13-8. ACU Operation Noise and Noise-Compliant Operating Distances

Type of Accessory Commercial Unit (ACU) Operating Business	Estimated Noise Emission Level (dBA L_{eq}) at 1m	Minimum Distance (feet) between ACU and Receiving Land Use to Achieve Compliance with Los Angeles County 12.08.390.A		
		Noise Zone I (noise-sensitive) 45 dBA	Noise Zone II (residential) 50 dBA	Noise Zone III (commercial) 60 dBA
Beauty salon or barber shop	66	37	21	7
Eatery or café	68	47	26	8
Retail (shoe store)	63	25	14	4
Retail (clothing shop)	63	25	14	4
Retail (drug store)	65	32	18	6
Retail (discount store)	63	25	14	4
Existing occupied residence (having same 1,000 SF)	60	18	10	3

Notes: dBA = A-weighted decibels; SF = square feet; 1m = one meter (3.28 feet); ACU = accessory commercial use. As ACUs would be restricted to daytime operating hours (7 a.m. to 9 p.m.), the thresholds reflected in the above table are for daytime use only.

Operation of an ACU within the distances shown in Table 4.13-8 would likely indicate an exceedance with respect to the County noise ordinance and thus necessitate some form of operational noise mitigation. Otherwise, said ACU operation without adequate noise control or sound abatement would be considered a potentially significant impact. Concurrent operation of multiple adjoining ACUs in the same neighborhood would expand the distance values appearing in Table 4.13-8 as they are only for operation of single ACU conducting its business and serving customers; hence, multiple concurrently operating ACU would increase the likelihood of a potentially significant noise impact to community neighbors. If ACU operation were to continue beyond the daytime period of 10 p.m. in the vicinity of residential (Noise Zone II) or commercial (Noise Zone III) receptors, or begin sooner than 7 a.m., the applicable noise level thresholds would be 5 dB more stringent per 12.08.390.A and thus enlarge the minimum distance values shown in Table 4.13-8 and consequently increase the likelihood of County code exceedance and thereby generate a significant noise impact.

Additionally, with respect to potential increases in the localized outdoor ambient sound environment, each of the six studied ACU business types is predicted to emit noise at an energy-equivalent level (L_{eq}) that is at least 3 dB greater than the 60 dBA noise emission level (for the operating HVAC equipment) associated with a pre-existing residence that the ACU would replace. Hence, the establishment of an ACU, regardless of business enterprise type, would likely represent a perceptible increase in community noise level for the nearest surrounding neighbors in outdoor ambient sound environments where noise from pre-existing HVAC noise is already audible during daytime or nighttime hours as applicable.

The greatest potential increase shown by the values in Table 4.13-8 would be an operating eatery or café, which aside from the noise caused by its patrons (that could vary from none to the County-permitted occupancy limit), which would be 8 dB higher than that of the replaced residential unit and thus a “readily discernable” (as defined by the County’s General Plan Update) and potentially annoying change in the outdoor ambient sound environment. The addition of crowd noise due to restaurant or café patrons enjoying the ACU outdoors, and the operation of background music playback, depend on a variety of factors but would serve only to increase both the total noise level associated with this type of ACU business operation and its change to the pre-existing neighborhood noise

level. By way of example, during daytime hours, a crowd of just thirty (30) patrons outdoors (or indoor noise escaping to the outdoors via open windows and/or doors or porous screens) speaking "loudly" (72 dBA at one meter each per Hayne [2006]) would need to be approximately 75 feet away from a neighboring commercial use, approximately 250 feet away from a residential use, and over 400 feet from a noise-sensitive use in order to comply with the County's 12.08.390.A standards.

Because ACU development is primarily intended at street corners of existing densely-populated residential areas to foster community engagement and economic growth and vitality, values in Table 4.13-8 suggest the ability to achieve compliance with County exterior noise thresholds is very sensitive to location of the operating HVAC equipment that must be exposed to the outdoors—ACC units need outdoor airflow to function—and that of the neighboring Noise Zone at which compliance would be evaluated. For restaurants or other ACU types where customer counts would be large and thus generate noise sources of their own, compliance would be particularly challenging without application of feasible and practical noise control and sound abatement. Therefore, MM-4.13-1 is required to reduce potential exterior ACU-related noise level to be compatible with the surrounding residential community. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.13-1, ACU development could result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of applicable County standards and impacts would be significant and unavoidable.

Industrial Program

The Project anticipates Industrial Program to occur at only four of the seven studied Project communities. While the precise locations of such potential development cannot be known at this time, the qualifying areas (i.e., candidate parcels) of these communities may adjoin noise-sensitive, residential, or commercial Noise Zones as classified by the County.

Implementation of the Industrial Program could facilitate the redevelopment of some industrial or manufacturing-uses with LSP and M-0.5-compatiable uses. For purposes of this acoustical assessment, a single site-specific proposed facility implemented under the Project would have an average footprint of 20,000 square feet and thus replace a currently establish industrial or manufacturing concern on the same-sized parcel. Although the Project is not limited to these studied examples, this analysis considers six (6) potential types of buildout under the Industrial Program as follows: office space, an assembly plant (or warehouse, distribution center, etc.), a large restaurant (or a common area shared by several eateries, like a "food court"), educational facility (e.g., community college), hospital (or urgent care facility), and a hotel (motel or other transient lodging). Each of these business types would require some level of air-conditioning and minimum ventilation for customer comfort, which translates into a need for outdoor-exposed HVAC equipment that would emit noise to the surrounding community.

Based on industry-adopted estimates for cooling load and minimum flow rates indoor air quality, Table 4.13-9 presents both the predicted total sound emission level from a facility's outdoor-exposed operating mechanical equipment and the minimum distances at which the indicated facility type or function could operate and not exceed the County's daytime (7 a.m. to 10 p.m.) threshold for neighboring Noise Zone I (noise-sensitive), Noise Zone II (residential), and Noise Zone III (commercial) properties. For contrast, the last row in Table 4.13-9 displays the estimated noise emission level from outdoor-exposed HVAC equipment associated with an existing "heavy manufacturing" facility having the same gross square footage as any of the six studied Project Industrial Program

facility options. Appendix G includes details of the worksheets that calculate these tabulated values and their input parameters that include fan static pressure and volume rate, and refrigeration tonnage.

Table 4.13-9. Industrial Program Noise and Noise-Compliant Operating Distances

Type of Operating Industrial Program Proposed Facility	Noise Emission Level (dBA L_{eq}) at 1m	Minimum Distance (feet) between Industrial Program Proposed Facility and Receiving Land Use to Achieve Compliance with Los Angeles County 12.08.390.A		
		Noise Zone I (noise-sensitive) 45 dBA	Noise Zone II (residential) 50 dBA	Noise Zone III (commercial) 60 dBA
Office Space	75	101	57	18
Assembly Plant (or warehouse, distribution center)	81	216	121	38
Restaurant	83	265	149	47
Educational Facility	81	203	114	36
Hospital	80	188	106	33
Hotel	76	110	62	20
Existing "heavy manufacturing" facility (having same 20,000 SF)	89	527	296	94

Notes: dBA = A-weighted decibels; SF = square feet; 1m = one meter (3.28 feet)

Operation of a new facility within the distances shown in Table 4.13-9 would likely indicate an exceedance with respect to the County noise ordinance and thus necessitate some form of operational noise mitigation. Otherwise, said facility operation without adequate noise control or sound abatement would be considered a potentially significant impact. Concurrent operation of multiple adjoining facilities in the same neighborhood would expand the distance values appearing in Table 4.13-9 as they are only for operation of single facility conducting its business; hence, multiple concurrently operating facilities would increase the likelihood of a potentially significant noise impact to community neighbors. If facility operation were to continue beyond the daytime period of 10 p.m. in the vicinity of residential (Noise Zone II) or commercial (Noise Zone III) receptors, or begin sooner than 7 a.m., the applicable noise level thresholds would be 5 dB more stringent per 12.08.390.A and thus enlarge the minimum distance values shown in Table 4.13-9 and consequently increase the likelihood of County code exceedance and thereby generate a significant noise impact.

However, all future discretionary projects within the Project area that are subject to CEQA would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined determine potential noise impacts. This review process may require a future project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-1 would require future projects implemented under the Industrial Program to prepare a noise mitigation plan that would ensure compliance with County noise standards. The Project has also incorporated policies that would serve to reduce potentially significant noise impacts. As such, potential noise impacts of future discretionary projects are

anticipated to be less than significant. However, the details of future discretionary actions are unknown at this time and therefore it cannot be guaranteed that impacts would be less than significant.

Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.13-1, potential impacts relative to operational noise would be significant and unavoidable because it is not possible to ensure the successful reduction of operational noise from future industrial, residential, mixed-use, or ACU development projects.

Construction Noise

Table 4.13-10 and Table 4.13-11 present screening distances for six typical phases of construction (and an additional line item for pile-driving) expected of site-specific developments implemented under the Project. Estimated construction activity durations are assumed to be less than ten days or greater than ten days, respectively. Depending on the type of residential receiver, and assuming daytime construction only, the screening distances describe a buffer within which a threshold would be exceeded and thus generate a potentially significant impact.

Table 4.13-10. Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs - Duration Less Than 10 Days

Construction Phase	Daytime (7:00 a.m. to 8:00 p.m., except Sundays and legal holidays) Screening Distance (feet)		
	Single-family residential (75 dBA)	Multi-family residential (80 dBA)	Semi-residential commercial (85 dBA)
Demolition	158	90	50
Site Preparation /Grading	114	65	36
Grading	171	96	54
Building Construction	72	41	23
Paving	90	51	29
Architectural Coating	45	26	15
Pile Driving	224	126	71

Table 4.13-11. Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs - Duration More Than 10 Days

Construction Phase	Daytime (7:00 a.m. to 8:00 p.m., except Sundays and legal holidays) Screening Distance (feet)		
	Single-family residential (60 dBA)	Multi-family residential (65 dBA)	Semi-residential commercial (70 dBA)
Demolition	900	500	281
Site Preparation /Grading	650	360	203
Grading	958	538	303
Building Construction	405	225	127
Paving	507	285	160
Architectural Coating	252	142	80
Pile Driving	1258	708	398

The screening distance values appearing in Table 4.13-11 are much greater than those of Table 4.13-10 due to the County thresholds being substantially lower and therefore more stringent for construction periods that are longer than 10 days in duration. The construction phase duration distinction between less than ten days and more than ten days is consistent with LACC 12.08.440.B.1a for "mobile equipment" stated as "Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment" and LACC 12.08.440.B.1.b for "stationary equipment" that is defined as "Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment." Because actual construction phases associated with the site-specific developments implemented under the Project are likely to involve both mobile and stationary equipment on site, the predicted screening distances presented in Table 4.13-10 and Table 4.13-11 conservatively disregard mobile/stationary distinction and instead focus on phase or activity duration as the important parameter for which County construction noise threshold to apply. The nighttime (i.e., 8:00 p.m. to 7:00 a.m.) construction activity screening distances for site-specific projects less than 10 days in duration would be virtually identical to the values appearing in Table 4.13-11, since the underlying dBA thresholds are the same—with the exception of multi-family residential, for which 64 dBA instead of 65 dBA would apply at night. The nighttime thresholds for construction projects lasting longer than 10 days are more stringent than those appearing in Table 4.13-11; thus, the corresponding screening distances would be even greater than the presented values for each phase.

Where construction of a site-specific development facilitated by the Project would be within the identified relevant screening distance, and thus sufficiently close to an off-site sensitive receptor to cause an exceedance of the County construction noise threshold, mitigation would be needed to avoid a significant impact. Application of typical administrative and engineering noise controls, in addition to sound abatement correctly placed between noise sources and the off-site receptors of interest (e.g., temporary erected noise walls or sound blankets), could normally be expected to reduce aggregate construction equipment noise to levels that would be compliant with the applicable County standard and render the potential noise impact less than significant. Such determination of impact and the corresponding mitigation need would depend on the site-specific conditions of the parcel to be developed under the Project. However, there is the potential for an off-site residence to be so close to a construction site that the resulting noise impact—even with incorporation of practical, feasible, and reasonable mitigation measures—would be considered unavoidable. In addition, even if the applicable LACC 12.08.440.B.1 (residential structures) or LACC

12.08.440.B.2 (business structures) are satisfied, there is the potential for a temporary but significant increase in outdoor ambient sound level.

Estimated day-night sound levels for the general areas of the Project's rezoning programs, based on localized population density and proximity to major roadways and rail routes, as shown in Table 4.13-4 are not lower than 45 dBA L_{dn} but could include nighttime hourly levels that are quieter. This is because the L_{dn} value is derived from a calculation that applies a 10 dB "penalty" or upward adjustment to hourly sound levels during the nighttime period (10:00 p.m. to 7:00 a.m.). By way of illustration, 45 dBA L_{dn} could represent steady outdoor daytime (7:00 a.m. to 10:00 p.m.) sound level of 45 dBA, with only 35 dBA at night—a drop in ambient sound level typically attributed to diurnal changes in traffic patterns (FTA 2018). Consequently, even though construction phase noise emission lasting longer than ten days from a site-specific development implemented under the Project may comply with the applicable standard of 50 dBA at a neighboring single-family residence, there is the potential for that 50 dBA hourly L_{eq} to exceed the existing outdoor ambient sound level at night. If the outdoor sound level of the neighboring single-family residence was measured prior to construction and reported as 35 dBA L_{eq} during nighttime hours, then the LACC-compliant 50 dBA L_{eq} during such hours would still be as much as—albeit temporary—a 15 dB increase and easily perceived as a change in the outdoor sound environment. This change could be considered potentially significant—on the basis that greater than a 10 dB increase would be perceived as more than a "doubling" of loudness and thus an unwanted change to the pre-existing environment. Hence, under certain conditions, construction noise emission from a site-specific development implemented under the Project could be a potentially significant impact if customary construction noise mitigation cannot feasibly reduce the anticipated change in outdoor noise level to an increase that is less perceptible and annoying, such as only 5 dB.

However, all future discretionary projects within the Project area would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined determine potential noise impacts. This review process may require the project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-2 would require all future discretionary projects near sensitive receptors to prepare a noise study that would ensure compliance with County noise standards, to the extent feasible. Nonetheless, there is the potential for an off-site residence to be so close to a construction site that the resulting noise impact—even with incorporation of practical, feasible, and reasonable mitigation measures—could still be unavoidable.

Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.13-2, potential impacts relative to construction noise would be significant and unavoidable because it is not possible to ensure the successful reduction of construction noise from future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools).

Threshold 4.13-2 Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Construction Vibration

Ground borne vibration from construction equipment and activities can generate varying degrees of ground vibration. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the perceptible ranges in occupied buildings close to the construction site. Table 4.13-12 lists vibration levels for various types of construction equipment.

Table 4.13-12. Vibration Source Levels for Construction Equipment

Construction Equipment Type		Peak Particle Velocity (PPV) at 25 ft (in/sec)	Approximate L_v† at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: FTA 2018.
Notes:
† RMS velocity in decibels (VdB) re 1 micro-inch/second, and presumes crest factor of 4.

Generally, heavy construction equipment used for most projects (small bulldozers, loaded trucks, caisson drilling etc.) would have peak particle velocity (PPV) vibration levels of approximately 0.089 inches per second or less at a distance of 25 feet (FTA 2018). Vibratory rollers, used during the paving phases of some projects, would have vibration levels of approximately 0.210 inches per second. Should impact pile driving be necessary during the building foundations phase, typical PPV levels at 25 feet of 0.644 inches per second would be anticipated, with upper range levels of approximately 1.518 inches per second; thus, it is seen that vibration levels could vary widely depending upon the equipment types used.

The resulting minimum distance required for impact pile-driving and two types of typically expected on-site conventional heavy construction equipment to not exceed the County of Los Angeles standard (i.e., the threshold of perception of 0.01 inches per second root mean square [rms]) is provided in Table 4.13-13. As shown, substantial distances (ranging from 104 feet to 389 feet) are necessary to not exceed County thresholds of significance for

groundborne vibration. Thus, potential impacts from construction vibration are considered significant as such distances may not be feasible for one or more site-specific construction projects implemented under the Project.

Table 4.13-13. Distance Required for County Groundborne Vibration Compliance

Estimated Minimum Allowable Distance (feet) between Indicated Project Construction Equipment Type and an Adjoining Occupied Property to Comply with Perception Threshold[1]		
Dozer[1]	**Roller[2]**	**Impact Pile Driver[3]**
43 feet	75 feet	280 feet

Notes:

1 0.01 inches per second root-mean-square (rms) signal, or 0.04 inches per second peak particle velocity (PPV) assuming a conversion crest factor of 4 per Federal Transit Administration (FTA) guidance.

2 reference PPV of 0.089 inches per second

3 reference PPV of 0.21 inches per second

4 reference PPV of 1.518 inches per second

MM-4.13-3 (construction-related vibration) would reduce vibration impacts associated with construction activities to the extent feasible. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.13-3, Project impacts related to proximity of construction activities to sensitive uses would be significant and unavoidable.

Operational Vibration

Once operational, the future projects would not be expected to feature major onsite producers of groundborne vibration. Anticipated onsite mechanical systems like pumps, compressors, and fans are designed and manufactured to feature rotating or reciprocating components (e.g., impellers, rotors, and pistons) that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to Project operation would be less than significant. No mitigation is required.

Threshold 4.13-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The areas associated with the Project that are located within 2 miles of any public airport or public use airport include the following proximities:

- Compton-Woodley Airport
  - West Rancho Dominguez is within 3,000 feet west;
  - Willowbrook is within 5,700 feet north; and
  - East Rancho Dominquez is within 9,500 feet east.

- West Athens-Westmont is within 4,000 feet east of Hawthorne Municipal Airport and within 3.6 miles east of Los Angeles International Airport.

All other Los Angeles County operating airports are more than two miles away from the Project study areas.

Based on A-Net (the County's Airport Land Use Commission [ALUC] website), the 65 dBA CNEL aviation noise contour for Compton-Woodley Airport does not encroach upon any of the three identified Project community study areas (ALUC 2022). For West Athens-Westmont, A-Net does show that the Los Angeles Airport 65 dBA CNEL aviation noise contour intersects with the parcels subject to ACU development bounded by the following:

- A geographic region defined as south of West 96th Street between South Halldale Avenue and South Vermont Avenue; and north of a line between the northwest corner of West 103rd Street and South Denker Avenue and the southwest corner of West 99th Street and South Vermont Avenue.
- A geographic region defined as south of West Century Boulevard between South Van Ness Avenue and South Gramercy Place; and north of West 104th Street between South Van Ness Avenue and South Gramercy Place.

As a result, ACU candidate parcels within these above-defined regions of West Athens-Westmont would potentially expose construction workers and new occupants to aviation noise levels greater than 65 dBA CNEL and would thus be considered a potentially significant noise impact. However, and as applicable, the Project would involve new development and redevelopment on areas within the plan areas of adopted Airport Land Use Compatibility Plans (ALUCPs), and would be required to be consistent with any applicable ALUCP constraints pertaining to nearby developments. Furthermore, compliance with policies included in the Land Use Element and Noise Element of the Proposed General Plan Update related to land use compatibility would ensure that development would not conflict with airport land use plans. In particular, Policy LU 7.6 explicitly requires consistency that airport land use plans address conflicts between airport operations and surrounding land uses. Policy N 1.12 requires that land use decisions on parcels adjacent to transportation facilities, including those adjacent to airports, consider existing and future noise levels of the adjacent transportation facilities. Therefore, with the application of Policy LU 7.6 and Policy N 1.12 and review by the Los Angeles County ALUC, future development under the Project would be consistent with adopted ALUCPs and there would be no significant noise exposure impacts related to airport or airstrip noise levels. Impacts would be less than significant.

4.13.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative recreational impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.13-1. The Project and related development projects within or adjoining its area would all be subject to applicable noise standards, depending upon the local jurisdiction—either the County of Los Angeles, for which applicable standards have been summarized in Section 4.13.2, or local municipalities. On this basis, and because noise impacts with respect to relevant standards are predicted to be less than significant, the Project would not contribute to cumulative exceedances of noise standards.

Temporary/Periodic Increases in Ambient Noise Levels. The Project would result in temporary noise increases during construction of future developments arising from its implementation, as discussed under Threshold 4.13-1 in Section 4.13.2.3.1. The construction period of future developments under the Project has the potential to overlap with the construction of other projects in the County and proximate municipalities. Due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography), noise due to construction of other projects would not meaningfully combine with future development under the Project to produce a cumulative noise effect during construction. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to the studied noise-sensitive receptor is compliant with the County's applicable noise threshold, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total and still County-compliant noise exposure level. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- the louder (in dBA) of the two concurrent activities; or,
- a logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-producing activities.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dBA change).

Hence, for the above reasons, cumulative impacts due to cumulative construction noise could be considered significant under certain conditions of multiple project proximity to a common noise-sensitive receiving land use. Mitigation of such cumulative construction noise impact would require each individual project to comply with the County's construction noise standard and involve measures as appearing in MM-4.13-2. Nevertheless, because the Project would result in significant and unavoidable impacts even with implementation of MM-4.13-2, the Project would contribute to potentially significant cumulative impacts related to construction noise.

Permanent Increase in Ambient Noise Levels/Stationary Sources. Long-term operational noise would result from operation of future development facilitated by the Project, such as permanent on-site noise sources (e.g., HVAC equipment), as addressed under Threshold 4.13-1. A cumulative impact could result if noise produced resulting from implementation of the Project were to combine with noise produced from the operation of other related projects in the vicinity to create a cumulatively significant permanent increase in ambient noise levels. However, the operation of future projects implemented under the Project, along with the operation of other related projects, would be subject to applicable requirements from the County's noise ordinance or similar regulations from neighboring municipalities, which would also limit the exterior noise levels at residences. However, despite compliance with these noise regulations that are based on fixed standards (or are adjusted upwards to match the pre-existing outdoor ambient sound level if measured to be higher), there is a potential risk of creating a durable increase in outdoor ambient sound due to the combination of concurrent stationary noise sources in proximity to a common noise-sensitive receptor.

As previously discussed in the preceding paragraphs with respect to temporary increases in the outdoor ambient sound level due to concurrent construction noise, the combination of two potential nearby operating facilities would generate one of the following outcomes in the absence of a dominant traffic-related acoustical contribution:

- the louder (in dBA) of the two concurrent operating facilities; or,
- a logarithmic sum of the two aggregate stationary source noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-emitting facilities.

In sum, cumulative stationary operation noise is likely to be dominated by the closest or loudest facility to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dBA change). However, because ACUs would result in significant unavoidable impacts, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources combining with another unrelated project could result in a cumulatively considerable change greater than 3 dBA.

Permanent Increase in Ambient Noise Levels/Off-Site Traffic Noise. Future residential development facilitated by the Project along with other related projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic from related projects in the traffic model. Thus, future traffic results with and without the Project already account for the cumulative impacts from related projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing Year 2022 and Cumulative Year 2035 traffic with and without Project predicted increases in traffic noise levels described already reflect cumulative impacts. As described previously, the noise level increases associated with both of these scenarios would generate a noise level increase of less than 3 dBA along the studied sample roadways in the vicinity of the Project. As such, anticipated increases would be below the significance threshold of 3 dBA; hence, the incremental effect of the Project on off-site traffic noise would not be cumulatively considerable.

Threshold 4.13-2. Construction-related vibration from future development under the Project was addressed under Threshold 4.13-2. Other foreseeable projects within the vicinity of the Project area that occur close enough to create a combined excessive generation of groundborne vibration that is cumulatively significant. In addition, because the Project would result in significant and unavoidable impacts even with implementation of MM-4.13-3, the Project would result in cumulatively considerable impacts associated with excessive groundborne vibration.

Threshold 4.13-3. Future development under the Metro Area Plan would be consistent with adopted ALUCPs and there would be no significant noise exposure impacts related to airport or airstrip noise levels. Therefore, the Project would not result in cumulatively considerable impacts related to public or private airport noise exposure.

4.13.2.6 Mitigation Measures

MM-4.13-1 **Commercial/Industrial/Mixed-Use/Accessory Commercial Units (ACUs) Operational Noise.** Prior to issuance of a building permit for any future commercial, industrial, mixed-use, or ACU development projects that are located within 500 feet of sensitive receptors, project applicants shall submit a noise mitigation plan to Los Angeles County Department of Public Health (DPH) for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise-reduction measures may include, but are not limited to, the following:

- Install permanent noise-occluding shrouds or screens on operating equipment
- Maintain all equipment and noise control features in accordance with the manufacturer's specifications

- Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features
- Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible
- Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s)

This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for noise-reduction measures that ensures project operational noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the Metro Area Plan.

MM-4.13-2 **Construction Noise.** Applicants for future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to DPH for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, the following:

- Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors
- Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT)
- Limit non-essential idling of construction equipment to no more than five minutes per hour

This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the Metro Area Plan.

MM-4.13-3 **Construction Vibration.** For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 500 feet of sensitive receptors, project applicant shall submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction.

Examples of equipment vibration source-to-receptor distances within which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows:

- Jackhammer – 23 feet
- Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe – 43 feet
- Roller (for site ground compaction or paving) – 75 feet
- Impact pile-driving – 280 feet

This mitigation measure shall be superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inches per second RMS vibration velocity (within the range of 1 to 100 Hz frequency) for development projects within the Metro Area Plan.

4.13.2.7 Level of Significance After Mitigation

Threshold 4.13-1. The Project has the potential to result in the generation of a substantial temporary and permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08). Construction noise impacts from reasonably foreseeable project construction activities, as well as operation noise would remain **significant and unavoidable** after application of mitigation measures.

Threshold 4.13-2. The Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration impacts from reasonably foreseeable project construction activities would remain **significant and unavoidable** after application of mitigation measures.

Threshold 4.13-3. The Project would result in **less than significant** impacts related to exposure of people residing or working in the project area to excessive noise levels projects in the vicinity of a private airstrip or within two miles of a public airport or public use airport.

4.13.3 References

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4.14 Population and Housing

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on population and housing, including impacts related to population growth and displacement of housing or people. A discussion of the existing conditions in the Project site and surrounding areas are also included in this section to present an environmental baseline for the Project. The analysis is based, in part, on County of Los Angeles Department of Regional Planning documents, which in turn are based on information provided in the following sources: the United States Census Bureau, the Southern California Association of Governments (SCAG), and Los Angeles County Assessor parcel data. Other sources consulted are listed in Section 4.15.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.14.1 Environmental Setting

4.14.1.1 Regulatory Setting

Federal

There are no federal programs, policies, or regulations related to population or housing that are applicable to the Project.

State

Section 65580 of the Government Code (Housing Element Law)

Pursuant to Section 65580 of the Government Code, a Housing Element of a General Plan must contain local commitments to the following:

- Provide sites with appropriate zoning and development standards and with services and facilities to accommodate the jurisdiction's Regional Housing Needs Allocation (RHNA) for each income level. The RHNA is the only population and/or housing requirement that applies to the General Plan Update.
- Assist in the development of adequate housing to meet the needs of lower and moderate-income households.
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.
- Conserve and improve the condition of the existing affordable housing stock.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status or disability.
- Preserve assisted housing developments for lower income households.

Department of Housing and Community Development

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. The HCD,

in cooperation with local governments and councils of governments, are charged with making a determination of the existing and projected housing need as a share of the statewide housing need of their city or region. The housing construction need is determined for four broad household income categories: very low (households making less than 50% of median family income), low (50% to 80% of median family income), moderate (80% to 120% of median family income), and above moderate (more than 120% of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

The "fair share" allocation process begins with the California Department of Finance's projection of statewide housing demand for an 8-year period, which is then apportioned by the HCD among each of the state's official regions, which are represented by councils of government. A local jurisdiction's fair share of regional housing need is the number of additional dwelling units that will need to be constructed during a given 8-year planning period. Once a local government has received its final RHNA, it must revise its Housing Element to show how it plans to accommodate its portion of the region's housing need.

Senate Bill 9, Housing Development Approvals

Senate Bill (SB) 9 amended land use provisions within the California Government Code to require ministerial approval of a housing development with no more than two primary units in a single-family zone, the subdivision of a parcel in a single-family zone into two parcels, or both. SB 9 facilitates the creation of up to four single-family housing units in the lot area typically used for one single-family home. SB 9 contains eligibility criteria addressing environmental site constraints (e.g., wetlands, wildfire risk, etc.), anti-displacement measures for renters and low-income households, and the protection of historic structures and districts. Key provisions of the law require a local agency to modify or eliminate objective development standards on a project-by-project basis if they would prevent an otherwise eligible lot from being split or prevent the construction of up to two units of at least 800 square feet in size. As ministerial actions, SB9 eligible housing projects would not be subject to discretionary review under CEQA.

Regional

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. As the designated Metropolitan Planning Organization, SCAG is mandated to research and develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG is responsible for planning efforts that result in the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program; SCAG also develops the Sustainable Communities Strategy (SCS) to reduce greenhouse gas emissions as required by the Sustainable Communities and Climate Protection Act (Senate Bill 375).

SCAG is responsible for developing demographic projections; developing land use, housing, employment, transportation programs and strategies for South Coast Air Quality Management District; ensuring that the RTP and the Federal Transportation Improvement Program conform to the State Implementation Plans for transportation-related criteria pollutants, per the Clean Air Act; preparing the Regional Housing Needs Assessment, including planning for future population, housing, and employment growth throughout the SCAG region; and preparing the Southern California Hazardous Waste Management Plan. SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts within the SCAG region. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet

the needs of the anticipated growth. Growth forecasts contained in the RTP/SCS for Los Angeles County are used in this section to analyze population, housing, and employment forecasts.

Regional Transportation Plan/ Sustainable Communities Strategy

The RTP is a long-range transportation plan that is developed and updated by SCAG every 4 years to guide transportation investments throughout the region. The SCS is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal). Connect SoCal includes goals to increase mobility and enhance sustainability for the region's residents and visitors and encompasses three principles to improve the region's future: mobility, economy, and sustainability. In addition, Connect SoCal provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020a).

To address the mobility challenge of the region's continuing roadway congestion, Connect SoCal proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. Connect SoCal recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and greenhouse gas emissions. The Connect SoCal approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. As part of Connect SoCal, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

Regional Housing Needs Allocation (RHNA)

The RHNA is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for eight-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. The future housing needs allocations are broken down by income level so that each jurisdiction is responsible for the development of affordable housing units to meet future housing needs.

SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the 6th cycle RHNA for each jurisdiction, which will cover the planning period October 2021 through October 2029. Several guiding principles that SCAG staff has developed to use as the basis for developing the distribution mechanism for the RHNA methodology. These principles are based on the input and guidance provided by the RHNA Subcommittee during their discussions on RHNA methodology between February 2019 and June 2019.

1. The housing crisis is a result of housing building not keeping up with growth over the last several decades. The RHNA allocation for all jurisdictions is expected to be higher than the 5th RHNA cycle.
2. Each jurisdiction must receive a fair share of their regional housing need. This includes a fair share of planning for enough housing for all income levels, and consideration of factors that indicate areas that have high and low concentration of access to opportunity.
3. It is important to emphasize the linkage to other regional planning principles to develop more efficient land use patterns, reduce greenhouse gas emissions, and improve overall quality of life.

HCD provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Following the formal distribution of draft RHNA allocations based on the Final RHNA methodology and a separate appeals phase described in Government Code 65584.05 et seq., RHNA allocations were adopted on March 4, 2021, by the SCAG Regional Council and approved by HCD on March 22, 2021, and later modified on July 1, 2021. Based on SCAG's determination of existing need and projected needs, which considers anticipated vacancies and projected household growth, the regional existing need for additional housing units has been determined to be 836,857 units, and the regional projected need is 504,970 units (SCAG 2020a). HCD's regional determination of 1,341,827 exceeds SCAG's 2020–2045 household growth forecast of 1,297,000 by 3.68% (SCAG 2020b).

SCAG's 6th Cycle RHNA allocation to local jurisdictions based on the Regional Council-approved Final RHNA Methodology described above includes the allocations shown in Table 4.14-1.

Table 4.14-1. SCAG's 6th Cycle Final RHNA Allocation

Total	Very-Low Income	Low Income	Moderate Income	Above Moderate Income
SCAG Region				
1,341,827	351,796	206,807	223,957	559,267
Los Angeles County				
812,060	217,273	123,022	131,181	340,384
Unincorporated Los Angeles County				
90,052	25,648	13,691	14,180	36,533

Source: SCAG 2020c.

Local

Los Angeles County 2035 General Plan

The Los Angeles County General Plan guides policy for land use across unincorporated Los Angeles County. The following provides a summary of the most applicable goals and policies across applicable General Plan Elements that pertain to the Project and is not a comprehensive list (County of Los Angeles 2015):

Land Use Element. The following goals and policies are relevant to the Project:

Goal LU 2 Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.

- **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 5.9** Preserve key industrially designated land for intensive, employment-based uses.
- **Policy LU 5.10** Encourage employment opportunities and housing to be developed in proximity to one another.

Economic Development Element. The following goals and policies are relevant to the Project:

Goal ED 1 An economic base and fiscal structure that attract and retain valuable industries and businesses.

Policy ED 1.1 Encourage a diverse mix of industries and services in each Planning Area.

Policy ED 1.4 Encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation/logistics, healthcare, biomed/biotech, hospitality and tourism.

Goal ED 2 Land use practices and regulations that foster economic development and growth.

Policy ED 2.1 Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.

Policy ED 2.2 Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.

Policy ED 2.5 Encourage employment opportunities to be located in proximity to housing.

Policy ED 2.7 Incentivize economic development and growth along existing transportation corridors and in urbanized areas.

Policy ED 2.8 Streamline the permit review process and other entitlement processes for businesses and industries.

Goal ED 4 Enhanced revitalization activities.

Policy ED 4.4 Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial and industrial areas.

Goal ED 5 A skilled and educated workforce

Policy ED 5.1 Attract and retain highly-skilled graduates, in particular, graduates of science and engineering programs

Housing Element. The Housing Element is one of the seven required General Plan elements mandated by state law. State law requires that each jurisdiction's Housing Element consist of "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing." The Housing Element must analyze and plan for housing for all segments of the community. The revised 2021-2029 Housing Element (Housing Element) was adopted by the Los Angeles County Board of Supervisors on May 17, 2022, and certified by HCD on May 27, 2022 (HCD 2022a, 2022b).

The following represent goals and policies from the Housing Element:

Strategy 1 Ensure Housing Availability. The State recognizes that housing availability is an issue of "vital State-wide importance." The County places particular emphasis on providing housing opportunities to extremely low, very low,

low, and moderate income households, and those with special needs. Accordingly, the following policies are designed to guide future development toward the production of a diverse housing supply to meet the varied needs of the population as a whole.

Goal 1 A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low and low income households, seniors, persons with disabilities (including those with developmental disabilities), large households, female-headed households, people experiencing homelessness and at risk of homelessness, and farmworkers.

Policy 1.1 Identify and maintain an adequate inventory of sites to accommodate the County's RHNA.

Policy 1.2 Remove regulatory barriers that constrain the provision and preservation of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs.

Policy 1.4 Assist housing developers to identify and consolidate suitable sites for developing housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs.

Goal 2 Communities with equitable access to employment opportunities, community facilities and services, and amenities.

Policy 2.1 Support the development of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs near employment, transit, services, and other community amenities and facilities such as parks.

Policy 2.2 Encourage multifamily residential and mixed use developments along major commercial and transportation corridors.

Strategy 2 Ensure Housing Affordability. To accommodate the housing needs of all economic segments of the population, the County must ensure a housing supply that offers a range of choices. A variety of mechanisms should be explored to enhance affordability.

Goal 3 A housing supply that ranges broadly in costs to enable all households, regardless of income, to secure adequate housing.

Policy 3.1 Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population.

Strategy 3 Stabilize Housing Supply. The conservation of existing housing maintains a healthy and diverse housing supply.

Goal 6 Neighborhoods with a stable supply of housing that is affordable to residents of all income levels and facilitates aging in place.

Policy 6.1 Conserve existing deed-restricted affordable housing that is at risk of converting to market-rate housing.

Policy 6.2 Ensure no net loss of affordable housing when new development occurs.

Goal 7 Protection against residential displacement.

Policy 7.5 Facilitate the replacement of units damaged or destroyed in a disaster, and the health and safety of residents displaced by the disaster.

Strategy 6 Ensure Sustainability in Housing Production. To meet state, regional, and local sustainability goals, the County must minimize the negative impacts of housing production on the environment. The Housing Element, however, encourages planned housing in areas covered by a County-approved area plan or specific plan that has been analyzed by the County under the California Environmental Quality Act and that plans for housing, affordable housing, natural resource protection, open space preservation, adequate water supplies, necessary infrastructure, wildfire protection, energy conservation, and other sustainable development features.

Goal 11 Alignment of housing production with state and local sustainability goals in order to protect natural resources, reduce greenhouse gas emissions, and foster climate resilience.

Policy 11.1 Ensure consistency with the Our County Sustainability Plan through equitable and sustainable land use policy.

Policy 11.2 Ensure consistency with the County's Green Building Standards (Title 31) to enhance building design and construction and encourage sustainable construction practices.

Policy 11.3 Support policies and programs that aim to reduce resource consumption, such as solar panel installation, cool roof installation, back-up battery power, and incentivization of housing near transit.

Policy 11.4 Prioritize and concentrate new housing developments in areas intended to reduce environmental impacts and with adequate existing and planned infrastructure, such as road networks and water supply, including any areas covered by a County-approved specific plan or area plan that plans for housing, affordable housing, natural resource protection, open space preservation, adequate water supplies, necessary infrastructure, wildfire protection, energy conservation, and other sustainable development features.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan includes goals are relevant to the Project, such as preservation of residential neighborhoods, improvement of economic vitality, and expansion of housing opportunities on underutilized and vacant parcels as well as near transit stations (County of Los Angeles 2014a).

Florence-Firestone Community Plan. The Florence-Firestone Community Plan includes goals and policies relevant to the Project, including but not limited to the need to meet a range of housing supply and affordability, focus on streamlining affordable housing development, address residential overcrowding and displacement. Additionally, the Florence-Firestone Community Plan has goals for the placement of housing near transit stations and along major corridors, the revitalization of commercial corridors and industrial industries to preserve and increase job opportunities (County of Los Angeles 2019a). As a result of Project implementation, the Florence-Firestone Community Plan would be rescinded and incorporated into the Metro Area Plan.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) includes two guiding principles that are relevant to the Project and population and housing: Increase housing supply near transit and to support local jobs and opportunities through a variety of employment-generating uses (County of Los Angeles 2023a).

Connect Southwest LA: A TOD Specific Plan for West Athens Westmont. As a result of Project Implementation, the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA) would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. Connect Southwest LA includes goals and policies that are relevant to the Project and population and housing, such as encouraging development opportunities near transit stations and along major streets, provide affordable housing options and ensure there is no net loss of restricted or naturally occurring affordable housing units, and accommodate development of employment-generating uses and commercial uses along the major corridors (County of Los Angeles 2019b).

Willowbrook Transit Oriented District (TOD) Specific Plan. As a result of Project implementation, the Willowbrook Transit Oriented District (TOD) Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. The Willowbrook TOD Specific Plan contains goals and policies that are relevant to the Project and population and housing, such as encouraging transit-oriented development, providing affordable housing, preserve existing affordable housing stock, and improve economic vitality and employment opportunities (County of Los Angeles 2018a).

4.14.1.2 Existing Environmental Conditions

The following discussion details the existing environmental conditions related to population and housing, focusing on the Project area's existing population, housing, and employment numbers, the existing jobs-housing balance, the County's General Plan buildout projections, regional projections based on SCAG's Connect SoCal, and projected jobs-housing balance.

Project Area Population, Housing, and Employment

Under existing conditions, the Project area is located within an urbanized environment of unincorporated Los Angeles County. As shown in Table 4.14-2, Existing Conditions, below, the Project area includes approximately 77,623 dwelling units across the seven communities based on the Los Angeles County Office of the Assessor 2020 parcel data. The total

population across the Project area is approximately 303,045 residents based on the 2020 U.S. Census. The total employment in the Project Area is 56,232 jobs based on U.S. Census data (U.S. Census 2022a).[1]

[1] Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2019, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022a).

Table 4.14-2. Existing Conditions

Project Area (All Metro Planning Area Unincorporated Communities)		**Unincorporated Community**						
		East Los Angeles	East Rancho Dominguez-Victoria	Florence-Firestone	Walnut Park	West Athens-Westmont	West Rancho Dominguez-Victoria	Willowbrook
Existing		**Existing**						
Total Dwelling Units (DU)	**77,623**	**30,643**	**2,962**	**14,580**	**3,702**	**13,453**	**6,687**	**5,596**
DU on Parcels Subject to Project Proposed Rezoning and/or Redesignation	*2,657*	*85*	*93*	*1,726*	*396*	*176*	*181*	*0*
Total Population	**303,045**	**118,786**	**15,114**	**61,983**	**15,214**	**43,306**	**24,347**	**24,295**
Population on Parcels Subject to Project Proposed Rezoning and/or Redesignation	*10,998*	*330*	*475*	*7,338*	*1,628*	*567*	*660*	*0*
Total Employment	**56,232**	**22,621**	**763**	**7,443**	**1,015**	**3,752**	**15,334**	**5,304**
Industrial Employment on Candidate Parcels Subject to the Proposed Industrial Program	*8,921*	*2,618*	*—*	*927*	*—*	*—*	*5,046*	*330*
ACU Employment (Project Area)	*168*	*85*	*7*	*45*	*2*	*10*	*7*	*12*

Source: See Chapter 2, Environmental Setting, Tables 2-5 through 2-8 of this Recirculated Draft PEIR.
Notes: Totals for the Project area are the sum of the nearest whole number estimates for each community, and slight variations may occur due to rounding.

Existing Jobs-Housing Balance

A jobs-housing balance is a ratio that indicates the number of available jobs in the Project area compared to the number of available housing units. The ratio is one potential indicator of a community's ability to reduce commuter traffic and overall vehicle miles traveled (VMT) by maintaining a balance between employment and housing in close proximity (e.g., within the Project area limits).

A general measure of the balance of a community's employment opportunities with the needs of its residents is through a "jobs–housing balance" test. A balanced community would have a match between employment and housing opportunities so that most of the residents could also work in the community. Under existing conditions, it is assumed the Project area (as detailed above in Table 4.14-2) contains 77,623 dwelling units and 56,232 jobs. As such, the Project area maintains a 0.77:1 job to housing ratio[2], which is considered a slightly housing-rich community.

Los Angeles County General Plan Buildout

The Los Angeles County General Plan Update Draft EIR analyzed buildout projections of each of the planning areas for anticipated population, housing, and employment growth for the year 2035 (County of Los Angeles 2014b). As shown in Table 4.14-3, prior to the May 2022 adoption and certification of the Housing Element and preparation of this Recirculated Draft PEIR, the County anticipated a buildout within the Metro Planning Area of approximately 94,393 dwelling units, 306,893 residents, and 103,578 jobs by 2035. This represents a change from a housing-rich area of 0.81 jobs-housing ratio in 2013 to a more balanced community of 1.10 jobs-housing ratio[3] in 2035.

Table 4.14-3. Planned Buildout Projections

	2013 [1]	2035	
Unincorporated Los Angeles County			
Dwelling Units	300,478	659,409	
Population	1,066,414	2,356,890	
Employment	252,659	467,736	
Metro Planning Area (Project area)			
General Plan Projections		**General Plan Buildout**	**Excluding TODs [2]**
Dwelling Units	73,068	92,158	86,955
Population	235,990	301,073	283,684
Employment	59,359	100,906	91,467
Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont [2]			
Dwelling Units	—	4,518	
Population	—	14,362	
Employment	—	5,214	
Willowbrook TOD Specific Plan Buildout [2]			
Dwelling Units	—	2,920	
Population	—	8,847	

[2] 56,232 jobs divided by 77,623 dwelling units = 0.7244 or approximately 0.72

[3] SCAG defines a balanced community as an area extending about 14 miles around an employment center with a ratio of 1.0 to 1.29 jobs per household (SCAG 2001).

Table 4.14-3. Planned Buildout Projections

	2013 [1]	2035
Employment	—	6,897
Total Planned Buildout		
Dwelling Units	—	94,393
Population	—	306,893
Employment	—	103,578
Jobs-Housing Ratio	0.81	1.10

Source: County of Los Angeles 2014b, Table 5.13-3; Tran, pers. comm. 2022.
Note: "—" = Not Applicable
1 2013 represents the baseline year for the Los Angeles County General Plan Update.
2 Since the adoption of the 2035 General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: Willowbrook TOD Specific Plan and Connect Southwest LA.

As further discussed below in Section 4.14.2.4, Impact Analysis, the current population of the Project area is 303,045 residents based on the 2020 U.S. Census, which exceeds the 2035 population buildout for the Metro Planning Area as anticipated by the County's General Plan. However, with the subsequent approvals of the two TOD specific plans and the annexation of the Jordan Downs community (thus, removing this community from the Project area), the Project area's current population does not exceed the planned population projection of 306,893 residents, as shown in Table 4-14-3 above.

Regional Projections

As detailed above, SCAG's Connect SoCal was adopted in September 2020. This plan includes a comprehensive update to the region's growth forecast. A combination of forecasts for population, households, and employment within the SCAG region and Los Angeles County, as included SCAG's Demographics and Growth Forecast Technical Report (SCAG 2020d), are presented below in Table 4.14-4.

Table 4.14-4. SCAG's Population, Households, and Employment Forecasts

	2020	2045	Total Change	Percent Change
SCAG Region				
Population	19,518,000	22,504,000	2,986,000	19.5%
Households	6,333,000	7,633,000	1,300,000	27.0%
Population	19,518,000	22,504,000	2,986,000	19.5%
Los Angeles County				
Population	10,407,000	11,674,000	1,267,000	12.2%
Households	3,472,000	4,119,000	647,000	24.1%
Employment	4,838,000	5,382,000	544,000	13.5%
Los Angeles County (Unincorporated) [1]				
Population	—	1,258,000	—	—
Households	—	419,300	—	—
Employment	—	320,100	—	—

Source: SCAG 2020d, Tables 13 and 14
1 Data was not available for SCAG 2020 estimates.

According to the Connect SoCal data, on a national level, population growth has slowed, with the U.S. Census Bureau projecting a decrease in national annual growth rate from about 0.75% in 2016 to approximately 0.40% by the 2040s. In the SCAG region, growth is similarly slowing down, from about 0.85% in 2020 to about 0.45% by 2045. While growth rates are at a historic low; an increase to the total population is expected. In the SCAG region, a 0.6% annual growth rate corresponds to about 126,621 new residents annually, or 3.6 million new residents between 2016 and 2045 (SCAG 2020a). For Los Angeles County, a total population increase of 12.2% is anticipated between 2020 and 2045 (SCAG 2020d).

According to SCAG, for the purpose of determining consistency with Connect SoCal for the California Environmental Quality Act (CEQA), lead agencies, such as local jurisdictions, have the sole discretion in determining a local project's consistency; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program PEIR. Connect SoCal does not supersede or otherwise affect local jurisdiction authority or decisions on future development, including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal (SCAG 2020e).

4.14.2 Environmental Impacts

4.14.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

As shown in Chapter 3, Project Description, of this Recirculated Draft PEIR, the Project area's buildout projections were identified across anticipated population growth, housing growth, and employment growth for the year 2035 (see Tables 3-1 through 3-3 for more details).

Project-Related Population Growth.

Table 3-4, Population and Housing Buildout for the Project Area in Chapter 3, Project Description of this Recirculated Draft PEIR, shows the Project-related population growth for the Project area and each of the seven Project-area communities, as detailed below:

- ***East Los Angeles.*** Implementation of the Project would result in approximately 19,905 additional residents.
- ***East Rancho Dominguez.*** Implementation of the Project would result in approximately 8,666 additional residents.
- ***Florence-Firestone.*** Implementation of the Project would result in approximately 33,331 additional residents.
- ***Walnut Park.*** Implementation of the Project would result in approximately 19,541 additional residents.
- ***West Athens-Westmont.*** Implementation of the Project would result in approximately 8,785 additional residents.

- ***West Rancho Dominguez-Victoria.*** Implementation of the Project would result in approximately 18,081 additional residents.
- ***Willowbrook.*** Implementation of the Project would result in approximately 81 additional residents.
- ***Metro Area Plan (Total).*** Implementation of the Project would result in approximately 108,390 additional residents.

Project-Related Housing Growth.

Table 3-4 in Chapter 3 of this Recirculated Draft PEIR also shows the Project-related housing growth for the Project area and each of the seven Project-area communities, as detailed below:

- ***East Los Angeles.*** Implementation of the Project would result in approximately 5,687additional dwelling units.
- ***East Rancho Dominguez.*** Implementation of the Project would result in approximately 2,467additional dwelling units.
- ***Florence-Firestone.*** Implementation of the Project would result in approximately 9,523 additional dwelling units.
- ***Walnut Park.*** Implementation of the Project would result in approximately 5,583additional dwelling units.
- ***West Athens-Westmont.*** Implementation of the Project would result in approximately 2,510 additional dwelling units.
- ***West Rancho Dominguez-Victoria.*** Implementation of the Project would result in approximately 5,166 additional dwelling units.
- ***Willowbrook.*** Implementation of the Project would result in approximately 23 additional dwelling units.
- ***Metro Area Plan (Total).*** Implementation of the Project would result in approximately 30,968 additional dwelling units.

Project-Related Employment Growth.

Table 3-5, Employment Buildout for the Project Area, in Chapter 3 of this Recirculated Draft PEIR shows the Project-related employment projections for the Project area and each of the seven Project-area communities, as detailed below. Table 3-5 also provides the total Project-area employment buildout:

- ***East Los Angeles.*** Implementation of the Project would result in 1,234 additional jobs.
- ***East Rancho Dominguez.*** Implementation of the Project would result in 12 additional jobs.
- ***Florence-Firestone.*** Implementation of the Project would result in 1,037addtional jobs.
- ***Walnut Park.*** Implementation of the Project would result in 5 additional jobs.
- ***West Athens-Westmont.*** Implementation of the Project would result in 8 additional jobs.
- ***West Rancho Dominguez-Victoria.*** Implementation of the Project would result in 1,168 additional jobs.
- ***Willowbrook.*** Implementation of the Project would result in 227 additional jobs.
- ***Metro Area Plan (Total).*** Implementation of the Project would result in 3,691 additional jobs.

Key Concepts, Terminology, and Approach

Overcrowding

Under existing conditions, each of the seven communities within the Metro Planning Area maintain a different persons per household ratio. When the ratio is too high based on an established policy this is called overcrowding.

In drafting the Project, assumptions were made in regard to persons per household in order to estimate population and housing growth. The current County average is 2.8 persons per household (DOF 2022). Based on the 2020 Census and the total number of existing dwelling units from Los Angeles County parcel data, the current (estimated) person per household ratios for each community are as follows: East Los Angeles (3.88), East Rancho Dominguez (5.10), Florence-Firestone (4.25), Walnut Park (4.11), West Athens-Westmont (3.22), West Rancho Dominguez-Victoria (3.64), and Willowbrook (4.34). However, as further described below, the Project, among other components, implements the County's Housing Element. As such and for consistency, the Project's methodology for estimating residential population growth utilizes an assumed persons per household of 3.5 to calculate the future population within all communities within the Project area. This ratio was used in determining population and housing impacts associated with the County's Housing Element Update Program EIR (County of Los Angeles 2021a). One of the goals of the Project is to reduce the person-per-household ratio (i.e., overcrowding) in the Project area by allowing for a higher density of residential development in areas previously identified through the Housing Element's adequate sites analysis.

Substantial Population Growth

Substantial unplanned population growth is considered when a population increase surpasses the forecasted population growth for a specified area and region. Increases in housing units would support population growth in the region, and while the Metro Area Plan does not propose any direct development, it would implement land use and zone changes to allow for more housing units in select areas.

Displacement

Displacement of housing or people under CEQA is limited to the potential physical adverse changes to the environment. This approach is consistent with Section 15382 of the State CEQA Guidelines, "[a]n economic or social change by itself shall not be considered a significant impact on the environment." As such, this section includes a review of the potential direct physical changes of displacement. An analysis of whether the Metro Area Plan would displace population is demonstrated by analyzing potential land use changes proposed.

4.14.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to population and housing are listed below. A project may have a significant impact if it would:

Threshold 4.14-1: 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).

Threshold 4.14-2: Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.14.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro

Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area, which would result in approximately 108,390 additional Project area residents.[4] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs, which would generate approximately 176 new jobs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning

[4] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

Area and are consistent with the General Plan goals and polices applicable to the topics of population and housing listed in Section 4.14.1.1, above.

Areawide Goals and Policies

Goal LU-1 Residential neighborhoods are safe and attractive places to live in.

Goal LU-4 Residents can easily access local retail, everyday services, and fresh nutritious food.

Policy LU 4.1 Accessory Commercial Units. Encourage local-serving accessory commercial uses in the form of small neighborhood retail, corner shops, and grocery stores for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods. To further promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in residential-only neighborhoods, provided the lots meet the required zoning regulations.

Goal LU 5 Industrial land is preserved and improved as a local source of employment opportunity and economic prosperity.

Policy LU 5.1 Industrial Use Revitalization. Support the growth, revitalization, and diversification of industrial uses, and ensure compatibility with nearby land uses through efforts including but not limited to the Green Zones Program and buffers.

Policy LU 5.2 Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the local workforce and adjacent residential neighborhoods within industrial areas

Goal TOD 1 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy TOD 1.1 Housing and Mixed-Use Development. Provide mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. (Refer to Infill Development policies in the Land Use Element and Housing Availability policies in the Housing Element of the General Plan for more information.)

Policy TOD 1.5 Incentivize Specific Uses. Incentivize development that incorporates desired uses, such as affordable housing, job-generating uses, community-serving retail and services, entertainment venues, or other uses that meet the public's daily needs. Incentives can include reduced parking requirements, increased floor area ratio, increased height allowance, or other methods.

Policy TOD 1.6 Active Ground Floor. Promote high-quality urban design and active ground floors through design standards and a variety of allowed uses on major mixed use and commercial corridors.

Goal ED 2 Diverse industries that provide a quality work for the local community.

Policy ED 2.3 Preserve and increase job opportunities in industrial and commercial areas that match residents' skill levels.

Policy ED 2.4 Encourage local hiring and targeted hiring of workers from the community through the use of development agreements or community benefit agreements in discretionary projects.

Goal ED 3 A resilient and adaptable workforce.

Policy ED 3.2 Promote the attraction of businesses and industries that provide employment improvement opportunities and encourage professional advancement for low skills workers.

Goal ED 4 Capitalize on regional location and transportation network to improve access to businesses,

Policy ED 4.2 Promote the location of key industry clusters and employment hubs near transit-rich areas.

Community-Specific Goals and Policies

East Rancho Dominguez

Goal 9 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 10.1 Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Atlantic Avenue and East Compton Boulevard, which are identified as Opportunity Areas in the County General Plan.

Florence-Firestone

Goal 13 Create vibrant TODs with high quality architecture, mixed-use development at transit modes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and beautiful active transportation network. .

Policy 13.2 Mixed Use Corridors. Increase economic vitality by supporting neighborhood mixed use along Nadeau, Holmes, Compton and Firestone to provide housing, jobs and neighborhood services for community members in proximity to the Metro A Line stations.

Policy 13.3 Unbundled Parking. Require unbundled parking for housing units in mixed use areas to separate the cost to rent a parking space from the cost of renting a residential unit, increasing affordability, and supporting more sustainable development.

Policy 13.4 Slauson Avenue Station Transit District. Leverage the future West Santa Ana Branch transit line shared station area and Rail to Rail pedestrian and bicycle

corridor by re-envisioning the Slauson Station TOD area to create a vibrant high-density job-generating district that supports taking transit, walking, and biking with housing, employment uses, and neighborhood services.

Policy 13.5 Firestone Neighborhood Housing Options. Enable a wider variety of low to medium density housing options within parts of the ½ mile area around the Firestone Metro A Line stations to increase housing supply and help lower residential risk to displacement.

Policy 14.1 Florence Avenue Station Land Uses. Transition land uses in the industrially zoned area near the Florence A Line Station to higher-density job-generating uses that include a mix of commercial, office, research and development, and compatible light industrial development with a pedestrian-oriented urban presence.

Policy 14.2 Development Near Florence Station. Support the development of mixed-use buildings, diverse retail options, and community-service uses adjacent to the Metro Florence Blue Line station that contribute to the architectural quality of the community.

Walnut Park

Goal 20 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

West Athens-Westmont

Goal 25 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Goal 26 Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.

Policy 28.2 Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

4.14.2.4 Impact Analysis

Threshold 4.14-1 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)?

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development (as discussed above in Section 4.14.2.3, Land Use Changes, Programs, and Policies). The Project's proposed land use changes and programs, which would facilitate additional growth and development in the Project area, would be implemented through changes to existing zoning and the General Plan land use map, as well as through other proposed

amendments to the Zoning Code, which are described in further detail in Section 3.3.4, Metro Area Plan within Chapter 3. Section 4.14.2.1, Methodology, above, lists the Project anticipated population, housing, and employment buildout across each community. Buildout of the Metro Area Plan would result in population growth consisting of approximately 30,968 additional dwelling units, 108,390 additional residents, and an additional 176 employees for ACUs. In addition, the Project's proposed Industrial Program could result in approximately 3,515 additional employees associated with future industrial development. Under existing conditions, the total number of dwelling units for the Project area is 77,623, the total population is 303,045 residents, and the total employment is 56,232. The tables below compare the Project-related growth and buildout to the General Plan's 2035 "planned growth" and buildout for the Metro Planning Area (Table 4.14-5) and to SCAG's Connect SoCal 2045 buildout for the unincorporated County (Table 4.14-6).

Table 4.14-5. General Plan 2035: Planned and Unplanned Growth in the Metro Planning Area

	METRO PLANNING AREA						
		General Plan (2035) *(as modified by Connect Southwest LA and Willowbrook TOD Specific Plan)*					
Category	Existing Planning Area Conditions (2020) [a]	Planned Buildout [b]	Planned Growth [c]	Project-Related Growth ("Unplanned Growth")	Project-Related Growth as % of Planned Growth	Planned Buildout + Unplanned, Project-Related Growth	Project-Related Growth as % of Planned Buildout
Population	303,045	306,893	3,848	108,390	2,817%	415,283	35%
Housing (DU)	77,623	94,393	16,770	30,968	185%	125,361	33%
Employment	56,232	103,578	47,346	3,691	8%	107,269	4%

Source: County of Los Angeles 2014b, Table 5.13-3; Tran, pers. comm. 2022; County of Los Angeles 2022c; U.S. Census 2022a, 2022b.
Notes: DU = dwelling unit
a. Please refer to Tables 2-5, Existing Areawide Population, Housing, and Employment, of Chapter 2, Environmental Setting, for further details related to existing Metro Planning Area population, housing, and employment conditions (County of Los Angeles 2022c; U.S. Census 2022a, 2022c).
b. For further details related to planned buildout per the General Plan, please refer to Table 4.14-3 in Section 4.14.1.2, Existing Environmental Conditions, above.
c. "Planned Buildout" – "Existing Metro Planning Area Conditions (2020)" = "Planned Growth"

Table 4.14-6. SCAG SoCal Connect 2045: Unincorporated County Buildout

	UNINCORPORATED COUNTY		
	SCAG Connect SoCal (2045)		
Category	SCAG Connect SoCal Unincorporated County Buildout	Project-Related "Unplanned Growth" [a] as % Unincorporated County Buildout	Metro Planning Area Buildout [b] as % of Unincorporated County Buildout
Population	1,258,000	9%	33%
Housing (DU)	419,300	7%	30%
Employment	320,100	1%	34%

Source: SCAG 2020d.
Notes: DU = dwelling unit
a. Refers to column for "Project-Related Growth ("Unplanned Growth") in Table 4.14-5, above.
b. Refers to column for "Planned Buildout + Unplanned, Project-Related Growth" in Table 4.14-5, above.

Employment Growth

The Project would result in the creation of new jobs within the Project area through new ACUs permitted on corner lots within existing residential zones in the Project area. In addition, the Project's proposed Industrial Program could result in the creation of new jobs within the Project area through new, cleaner, industrial uses (e.g., artisan manufacturing and life science facilities) permitted in the LSP and M-0.5 zones, as conceptually defined in Appendix G of the Metro Area Plan. Within candidate parcels identified for LSP and/or M-0.5 rezoning, which are illustrated in Figures 3-3a through 3-3d of Chapter 3, it is assumed that 33% of the candidate parcels' land area in Florence-Firestone, West Rancho Dominguez, and Willowbrook, and 50% of the candidate parcels in East Los Angeles would be demolished and redeveloped to support new uses. The potential buildout of new industrial uses assumes a floor area ratio (FAR) of 0.5, which represents a higher density than is currently found within the existing industrial parcels. The Project assumes that, owing to the loss of 33% or 50% of existing, heavier-industrial development, of the 8,921 existing industrial-related jobs in the Project area, approximately 3,389 would be lost due to the implementation of the Industrial Program. However, due to the increased FAR under the LSP and M-0.5 zones, the new cleaner industrial development facilitated by the Industrial Program would be denser than the existing industrial uses, and would result in an additional 6,904 jobs, resulting in a net increase 3,515 industrial-related jobs, which would be considered unplanned employment growth.[5]

The Project also proposes revisions to the Zoning Code to allow for new ACUs to be constructed on corner lots within residential zones in the Project area. The estimated 106 additional ACU's would be constructed in residential-only zones and would not displace any existing employment opportunities in the Project area. Thus, all 176 ACU-related jobs created as a result of Project implementation would be additive and would be considered unplanned employment growth.[6]

Some of the Project-related industrial and ACU employment opportunities would be filled by Project-area residents, which would not contribute to population growth. However, as shown in Table 4.14-5, if it is assumed that all jobs are filled by out-of-area residents, implementation of the Project would represent a small share (approximately 8%)[7] of the planned employment growth in the Metro Planning Area by 2035, and an even smaller share (approximately 4%)[8] of total employment buildout anticipated to occur in the Metro Planning Area by 2035. Thus, the Project represents a small proportion of new jobs to the Project area and would not result in substantial unplanned population growth.

Population and Housing Growth

As shown in Table 4.14-5, implementation of the Project would result in unplanned population and housing growth due to proposed land use and zone changes, which would accommodate approximately 30,968 additional dwelling units needed to help meet the County's state-mandated RHNA target for the current housing cycle. As discussed in Section 3.4, Project Buildout and Assessment Methodology, of this Recirculated Draft PEIR, in addition to various other FFTOD components, the certified EIR for the FFTOD Specific Plan evaluated potential impacts associated with buildout of RHNA parcels in Florence-Firestone, meaning that both this Recirculated Draft PEIR and the recently certified FFTOD EIR evaluated potential impacts associated with the buildout of 9,523 dwelling units on RHNA particles Florence-Firestone. At the time of the issuance of the Notice of Preparation (NOP) for the Metro Area Plan

5 For further details regarding the methodology for estimating Project-related industrial building area and employment growth, please refer to Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR.

6 For further details regarding to the methodology for estimating Project-related ACUs and employment growth, please refer to Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR.

7 3,691 / 47,364 = 0 078 (or approximately 8%)

8 3,961 / 103,578 = 0.036 (or approximately 4%)

Draft PEIR, the FFTOD was still considered a proposed project, and implementation of the residential rezoning identified for Florence Firestone in the Housing Element had not yet occurred. Because a stated objective of the Project is to "Incorporate the proposed land use policy changes/zoning recommendations identified in the recently adopted Housing Element…", the Project identifies zoning map changes and quantifies potential buildout associated with implementation of the entire Housing Element. Therefore, the Project would represent approximately 185%[9] of planned housing growth and 33%[10] of total planned housing buildout anticipated to occur in the Project area by 2035. As a result of Project-related housing growth, the Project would facilitate an additional 108,390 residents, which would represent over 2,800%[11] of planned population growth and 35%[12] of total planned population buildout anticipated to occur in the Project area by 2035. Although the Project exceeds the General Plan's projections for population and housing growth in the Metro Planning Area, the Project would not exceed the County's total unincorporated population projections of 2,356,890 residents in 2035 (as shown in Table 4.14-3, above) (County of Los Angeles 2014b). Nevertheless, the Project's anticipated population and housing buildout would represent substantial unplanned population growth for the Project area.

Chapter 3, Project Description, of this Recirculated Draft PEIR states that the Project's objective is to, in part, implement the recommendations made within the County's state-certified Housing Element. As discussed above in Section 4.14.1.1, Regulatory Setting, State Housing Element Law mandates the planning for housing need within each jurisdiction. As such, RHNA provides an allocation of the existing and future housing needs by jurisdiction, which represents the jurisdiction's fair share allocation of the projected regional population growth. Based on SCAG's RHNA methodology and HCD's regional determination, a total of 1,341,827 units are required to be planned for between 2021 and 2029 in the SCAG region. HCD's regional determination exceeds SCAG's 2020–2045 household growth forecast of 1,297,000 by 3.68% (SCAG 2020b). In addition, as demonstrated in Table 4.14-6, the Project's projected population buildout for 2035 would represent approximately 33%[13] of SCAG's 2045 population buildout and 30%[14]. of SCAG's 2045 housing buildout for the unincorporated County. The Project area currently represents such a considerable share of SCAG's projected growth for the unincorporated County because the 6th Cycle RHNA goals were established after the adoption of Connect SoCal. Thus, the state-mandated accommodation of over 90,000 additional units for the unincorporated County (as discussed above in Section 4.14.1.1) is not reflected in Connect SoCal's 2045 growth projections. While RHNA is statutorily exempt from CEQA (per CEQA Guidelines section 15283, Public Resources Code section 21803 and Government Code section 65584), implementation of the RHNA through the Housing Element, as demonstrated throughout this Recirculated Draft PEIR, is not exempt from CEQA.

As discussed above, although implementation of the Project would not exceed the total planned population projections for the unincorporated County, the 2035 buildout population of the Metro Planning Area (with implementation of the Project) would represent roughly one-third of the total population and housing buildout through 2045 projected by SCAG (refer to Table 4.14-6, above, for precise ratios). Notably, the Project's share (i.e., the unplanned Project-related population growth) of the projected buildout would represent roughly 9%[15] of the total planned buildout population for the unincorporated County. Implications of this unplanned population growth affect other environmental topic areas that rely on population projections, such as implications for the region's Air

9 30,968 / 16,770 = 1.847 (or approximately 185%)
10 30,968 / 94,393 = 0.328 (or approximately 33%)
11 3,848 / 108,390 = 28.168 (or approximately 2,817%)
12 108,390 / 306,893 = 0.353 (or approximately 35%)
13 415,283 / 1,258,000 = 0.330 (or approximately 33%)
14 125,361 / 419,300 = 0.299 (or approximately 30%)
15 1,285,000 / 108,390 = 0.086 (or approximately 9%)

Quality Management Plan (AQMP) and the County's Urban Water Management Plan (UWMP) (see Sections 4.3, Air Quality, and 4.19, Utilities and Service Systems, of this Recirculated Draft PEIR for more discussion).

Unplanned population growth is most difficult to address when it occurs unexpectedly and over a relatively short period. On a regional scale, the implications of the Project's unplanned population growth would be attenuated by the fact that the Project has a horizon year of 2035, and SCAG is required by law to update the RTP/SCS every four years (i.e., by 2024). As Project-related growth and development would occur over the course a decade or more, this would give planners and agencies time to address the potential impacts associated with Project buildout. This would also mean that SCAG's projections would be corrected with more accurate and up-to-date information on future conditions in 2024, such as the County's required facilitation of state-mandated housing. The AQMP and UWMP are examples of other planning documents that are revised periodically and are anticipated to be updated within the Project's 2035 buildout horizon. As such, impacts related to the Project's unplanned population growth would be moderated as updated projections are systematically incorporated into regional planning documents applicable to the Project area (e.g., the RTP/SCS, AQMP, UWMP, etc.).

Existing County policies and regulations, as previously mentioned, are intended to minimize impacts to population and housing. The Project would establish the Metro Area Plan, which, in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the Project area. The Metro Area Plan includes goals and policies (see Section 4.14.2.3, above) related to population and housing in the Project area. Implementation of the Project would be gradually implemented through the Project's buildout year of 2035. Thus, impacts to related environmental topic areas would occur over time as development associated with the Metro Area Plan is built. Although the Metro Area Plan includes policies related to population and housing, impacts related to unplanned population growth would be potentially significant. Specifically, the Project would induce substantial unplanned population growth to the Project area by facilitating the development of new future housing in accordance with the residential upzoning proposed through the Metro Area Plan.

As the Metro Planning Area is one of 11 Planning Areas in the County, there is a potential for future development patterns in the 10 other Planning Areas to moderate the level of growth anticipated to occur in the Metro Planning Area as a result of Project implementation, and, as a result, County-wide population and housing growth would not exceed the current General Plan projections. Notably, recent U.S. Census data suggests that the broader County (including the incorporated areas) may currently be experiencing a reduction in population for the first time in a decade (U.S. Census 2022c). However, given that land use and zone changes will be required to accommodate the state-mandated RHNA in other County Planning Areas, a considerable reduction of unplanned growth impacts at the County level is unlikely. Thus, the unplanned growth in the Metro Planning Area occurring as a result of Project implementation would be considered substantial. There are no feasible mitigation measures to reduce the impacts associated with population growth to a less than significant level. Therefore, and as a result of land use and zone changes necessary to accommodate the state-mandate RHNA, the Project would have a significant and unavoidable impact related to inducing substantial unplanned population growth in the Project area.

Threshold 4.14-2 Would the project displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, through proposed land use changes and programs, implementation of the Project would encourage development in a manner consistent with the Metro Area Plan, which would facilitate new commercial uses in residential zones (i.e., ACUs) and new residential uses. In addition, the Project's proposed Industrial Program would result in new cleaner industrial uses that would replace heavy industrial. In summary, the Project would result in employment and population growth.

Existing County policies and regulations are intended to minimize impacts related to displacement. Moreover, implementation of the Project would be gradually implemented through 2035. The Project would establish the Metro Area Plan, which, in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the Project area. The Metro Area Plan includes goals and policies related to population and housing in the Project area, which are included above in Section 4.14.2.3. Regarding the potential displacement of people and jobs, proposed Goal LU 5 (related to the preservation and improvement of industrial lands) includes supporting policies LU 5.1 and 5.2, which, if implemented over time through future development, would help ensure that local jobs continue to be created and remain available to community members in industrial areas. In addition, the Project includes Program 5, Commercial Corridors Legacy Business Retention Program. Program 5 would develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old along selected pilot commercial corridors. The elements of the LBRP program may include the following components: protecting legacy businesses by limiting size of operations; creating legacy business registry and markers; establishing legacy preservation incentive funds and grants; creating legacy business technical assistance program; providing vandalism and frontage improvement funds; creating legacy business toolkit for transitioning to employee ownership; and providing regulatory support and streamlining. If implemented, the LBRP could help protect legacy businesses (and their employees) from potential displacement resulting from future development in proposed mixed-use zones.

As previously mentioned, the Project would facilitate future development through proposed and future land use and zone changes and other proposed revisions to the Zoning Code, thereby resulting in potential environmental impacts. Buildout of the Project would require the demolition and construction, or renovation, of existing residential properties that are occupied (see Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning). The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area. However, the Project would implement land use and zone changes to accommodate development of approximately 30,968 additional dwelling units that are expected to substantially increase the capacity for housing stock in the Project area. The Project is not anticipated to permanently displace a substantial number of people. Future development would occur over time throughout the Project area, and any displacement would be temporary. Notably, the Project does not anticipate any net loss of housing because of Project implementation, rather the housing facilitated by the Project would represent a net increase in housing and would provide opportunities for development of a range of housing types (e.g., duplexes, mixed-use residential, multi-family) at various levels of affordability (e.g., to low-, moderate- and above-moderate income units). As such, any temporary impacts associated with displacement associated with redevelopment of existing properties would be offset by the anticipated increase in housing production.

As previously discussed, the Project is implementing provisions of the Housing Element by upzoning sites within the Project area to allow more dense residential development to occur in the future. The vast majority of these sites were previously identified as part of the Housing Element's "adequate sites" program, which directed the selection of sites to be upzoned.[16] To select the most appropriate sites, the County underwent a complex site selection process that analyzed over 200,000 parcels within the unincorporated County (County of Los Angeles 2021b). The sites selected were initially screened based on size, General Plan land use designation, and County Assessor data, and were further refined using additional criteria to determine if the sites were developable and met the requirements of State Housing Element Law (County of Los Angeles 2021b). Other criteria were used to exclude areas that are, in general, not suitable for housing development, particularly higher-density sites supporting multifamily uses and open-space areas (County of Los Angeles 2021b). The goal of the adequate sites analysis is to identify sites which, under the new land use and zoning, could facilitate additional housing. As a result of the rigorous screening process for sites selected for rezoning/redesignation under the Project, displacement of existing housing and residents would be less likely to occur as a result of Project implementation.

In addition to the adequate sites screening process, there are other mechanisms in place to ensure that if temporary displacement occurs, the new units constructed on these sites would be affordable to previous tenants. This is particularly applicable to lower-income tenants who may be more vulnerable to potential displacement. For example, the County's Affordable Housing Preservation Ordinance requires that units that are (or were) on sites that are occupied by extremely low, very low, or lower income tenants, be replaced with units that are affordable at the same income level or below (County of Los Angeles 2021b). In addition, the County would be required to implement housing in accordance with the RHNA and the Housing Element, which includes provisions to provide a variety of housing types, including low- and very low-income housing, in accordance with the anticipated demands for these housing types as allocated by the state. Finally, the Project includes Program 6, Community Benefits Program, which, if implemented, could include payments to support existing affordable housing, such funds to extend expiring affordable housing covenants. As such, and for the reasons discussed above, impacts related to the substantial displacement of existing housing and people would be less than significant and no mitigation is required.

4.14.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts related to population and housing includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.14-1. As discussed above, the buildout of the Metro Area Plan in 2035 would exceed the buildout projections for the Metro Planning Area in the County's General Plan. Furthermore, the FFTOD Specific Plan (as a related project) includes population growth beyond the Metro Area Plan's RHNA requirements, which further adds to the exceedance of buildout projections for the Metro Planning Area beyond what was anticipated through the General Plan. Additionally, the Project's projected population buildout would represent approximately 33% of

[16] In addition to the parcels identified in the Housing Element, the County has proposed to rezone and redesignate three additional parcels to accommodate housing. These parcels are Assessor Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria. These sites are reflected in the dwelling unit and population estimates provided in Table 3-4, Population and Housing Buildout for the Project Area.

SCAG's population buildout and 30% of SCAG's housing buildout. Thus, the anticipated portion of the buildout would be within SCAG's Connect SoCal's buildout projections with 10 years remaining for future development to occur. Therefore, the cumulative impact from the projected population growth for the Project area and unincorporated Los Angeles County, as anticipated through the County's General Plan, as well as regional growth anticipated through SCAG's Connect SoCal, would result in substantial unplanned population growth. There are no feasible mitigation measures to reduce the impacts associated with population growth to a less than significant level. Therefore, the Project's incremental contribution to impacts related to substantial unplanned population growth would be cumulatively considerable.

Threshold 4.14-2. Buildout of the General Plan population projections within the County would require the demolition and construction, or renovation, of existing residential properties that are occupied. The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the County and the larger SCAG region, as is to be expected in urban areas that would be subject to infill development. However, the County and the SCAG region will be required to implement housing in accordance with their respective RHNA allocations, which would include the provision of various housing types, including low- and very low- income housing, in accordance with the anticipated demands for these housing types as allocated by the State. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production. Therefore, permanent displacement of housing and people is not anticipated to occur in the Metro Planning Area and would not be cumulatively considerable when considering redevelopment throughout the County and SCAG region, as existing policies and regulations would require and/or incentivize many future development projects in the Project area to provide market rate and affordable units (consistent with the RHNA goals). Therefore, Project's incremental contribution to impacts related to the substantial displacement of existing housing and people would be less than significant and not cumulatively considerable.

4.14.2.6 Mitigation Measures

No feasible mitigation measures pertaining to the impacts associated with substantial unplanned population growth are available to mitigate impacts of the Metro Area Plan.

Impacts related to the displacement of housing and people would be less than significant and no mitigation is required.

4.14.2.7 Level of Significance After Mitigation

Threshold 4.14-1. Potential impacts related to substantial unplanned population growth would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.14-2. Impacts related to the displacement of housing and people would be **less than significant** and not cumulatively considerable.

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4.15 Public Services

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on public services, including fire protection and emergency services, law enforcement, school, parks,[1] and library services on a programmatic level. A discussion of the existing public services in the unincorporated communities of the Metro Planning Area (Project area) and in surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information provided in the following sources: Los Angeles County (County) 2035 General Plan, Los Angeles County Fire Department, Los Angeles County Sheriff Department, Los Angeles County Office of Education, Los Angeles County Department of Parks and Recreation, and the Los Angeles County Libraries. Please refer to the following appendix:

Appendix K Public Services Correspondence

Other sources consulted are listed in Section 4.15.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.15.1 Environmental Setting[2]

4.15.1.1 Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association recommends that fire departments respond to fire calls within 6 minutes of receiving the request for assistance 90% of the time. These time recommendations are based on the demands created by a structural fire. It is crucial to attempt to arrive and intervene at a fire scene prior to the fire spreading beyond the room of origin. Total structural destruction typically starts within 8 to 10 minutes after ignition. Response time is generally defined as 1 minute to receive and dispatch the call, 1 minute to prepare to respond to the fire station or field and 4 minutes (or less) travel time.

State

California Health and Safety Code (Section 13000 et seq.)

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and

[1] Potential impacts to park services are comprehensively analyzed in Section 4.16, Recreation, of this Recirculated Draft PEIR. However, this section includes a summary of the significance determination for park services discussed in further detail in Section 4.16.

[2] For a discussion of the regulatory setting and existing environmental conditions related to park services, please refer to Section 4.16, of this Recirculated Draft PEIR.

childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California.

California Code of Regulations Title 24, Part 2 and Part 9

Part 2 of Title 24 of the California Code of Regulations refers to the California Building Code, which contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment.

Part 9 refers to the California Fire Code, which contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of the following: fire and explosion; dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; and hazardous conditions in the use or occupancy of buildings or premises. The Fire Code also contains provisions to assist emergency response personnel. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rate construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-urban interface areas. There are fire-safety-related building standards are referenced in other parts of Title 24. The 2022 California Fire Code is a fully integrated code based on the 2021 International Fire Code.

California Government Code

Section 65995. California Government Code Section 65995 (the Leroy F. Green School Facilities Act of 1998) set provisions for school districts to levy fees to help fund expanded facilities to house new pupils that may be generation by development projects. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under the California Environmental Quality Act (CEQA). These fees may be adjusted by the district over time as conditions change.

Section 66000. According to California Government Code 66000, a qualified agency, such as a local school district, may impose fees on developers to compensate for the impact that a project will have on existing facilities or services. The State of California legislature passed Senate Bill (SB) 50 in 1998, which inserted new language into the Government Code (Sections 65995.5-65995.7), which authorized school districts to impose fees on developers of new residential construction in excess of mitigation fees authorized by Government Code 66000. School districts must meet a list of specific criteria, including the completion and annual update of a School Facility Needs Analysis, in order to be legally able to impose the additional fees.

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.

Local

Los Angeles County 2035 General Plan

The Los Angeles County General Plan guides policy for land use across unincorporated Los Angeles County. The following provides a summary of the most applicable goals and policies across applicable General Plan Elements that pertain to the Project and is not a comprehensive list.

The Safety Element of the General Plan provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2022a):

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property due to fire hazards.

- ***Policy S 4.9:*** Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.
- ***Policy S 4.12:*** Support efforts to incorporate systematic fire protection improvements for open space, including the facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.

Goal S 7: Effective County emergency response management capabilities.

- ***Policy S 7.1***: Ensure that residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- ***Policy S 7.2:*** Support County emergency providers in reaching their response time goals.
- ***Policy S 7.3:*** Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.
- ***Policy S 7.4:*** Encourage the improvement of hazard prediction and early warning capabilities.
- ***Policy S 7.5:*** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.
- ***Policy S 7.6***: Ensure that essential public facilities are maintained during natural disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.
- ***Policy S 7.8:*** Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.

The Public Services and Facilities Element of the General Plan provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015):

Goal PS/F 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.

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 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.

Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure.

Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.

Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.

Policy PS/F 1.7: Consider resource preservation in the planning of public facilities.

Goal PS/F 7: A County with adequate educational facilities.

Policy PS/F 7.1: Encourage the joint-use of school sites for community activities and other appropriate uses.

Policy PS/F 7.2: Proactively work with school facilities and education providers to coordinate land use and facilities planning.

Policy PS/F 7.3: Encourage adequate facilities for early care and education.

Goal PS/F 8: A comprehensive public library system.

Policy PS/F 8.1: Ensure a desired level of library service through coordinated land use and facilities planning.

Policy PS/F 8.2: Support library mitigation fees that adequately address the impacts of new development.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The Project would amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition. The East Los Angeles 3rd Street Specific Plan does contain goals and policies relevant to public services and the Project (County of Los Angeles 2014a).

Florence-Firestone Community Plan. The Florence-Firestone Community Plan will be reorganized and incorporated into the Metro Area Plan. Overall, the plan seeks to increase the amount and quality of public spaces, improve

public safety, and enhance neighborhood connectivity to public facilities, (County of Los Angeles 2019a). The Florence-Firestone Community Plan provides the following goals and policies relevant to public services and the Project (County of Los Angeles 2019a).

Policy C-2.4 Incorporate Public Facilities in Commercial Centers. Incorporate public facilities and/or public agency satellite offices that provide access to public information in active commercial centers.

Goal SH-1 Public safety is seen and felt throughout the community.

Policy SH-1.1 Increase Law Enforcement Officer Presences. Increase law enforcement officers' presence throughout the community, especially around parks, schools, transit stations, and other public spaces.

Policy SH-1.2 Community-Based Crime Prevention. Support ongoing interaction, coordination, and communication among existing community-based foot and bicycle patrols, watch programs, and with neighborhood and business organizations.

Policy SH-1.3 Increase Community-Based Policing Near Public Facilities. Promote safety, community-based anti-crime and anti-gang initiatives, and regular recreational and entertainment options to reduce crime and violence in areas around parks and public facilities.

Goal SH-2 Reduced crime and fear of crime through environmental design.

Policy SH-2.1 Urban Design. Pursue urban design strategies that reduce the opportunity for crime and violence in parks and in public streets, such as Crime Prevention through Environmental Design, which facilitates visibility into and monitoring of public space by residents and law enforcement.

Policy SH-3.2 Promote Recreational Opportunities. Increase recreational opportunities by using open spaces at parks and schools for leisure, recreation, and wellness through joint-use agreements.

Policy PF-3.4 Library Resources. Expand library facilities and educational resources in Florence- Firestone.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) does not have goals and policies relevant to public services and the Project (County of Los Angeles 2023a).

Connect Southwest LA Specific Plan. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. It will be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. There are no plan policies applicable to fire, law enforcement, school, or library services (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with

implementation of the Project. The following goals and policies are related to public services and relevant to the Project (County of Los Angeles 2018):

Policy 6.6:	Require new development to provide open space as a community benefit, as appropriate. Consider providing incentives to developers for such provisions.

Title 22 - Planning and Zoning.

Section 22.246.060, Library Facilities Mitigation Fee: According to the County's General Plan, the library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each library planning area. The mitigation fee shall provide funds for library facilities related to a residential development project. Furthermore, the section states that there shall be a uniform fee within each library planning area based on the estimated cost of providing the projected library facility needs in each library planning area. The fee amounts are reviewed annually by the County Librarian, in consultation with the Auditor-Controller. Currently, the fee varies across the two Library Planning Areas serving the Project area: Area 5 (Southeast) levies a $1,011 fee per dwelling unit and Area 6 (Southwest) levies a $1,018 fee per dwelling unit.

The County Librarian may accept a substitute consideration in lieu of the library facilities mitigation fee, provided that the County Library finds the proposed substitute consideration (a) has a value equal to or greater than the applicable library facilities mitigation fee otherwise due, (b) is in a form acceptable to the County Librarian, and (c) is within the scope of the applicable library facilities project.

Title 32 – County of Los Angeles Fire Code

Sections 325.2.1.2, 328.10, 1117.2.1, 4908.1, County Fire Code. The Fire Code includes regulations regarding fire-resistance-rate construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-urban interface areas. Appendices B and C of the County Fire Code specify the fire hydrant requirements, fire flow and spacing, for a building located within or outside a VHFHSZ.

Community Standards Districts

Community Standards Districts (CSDs) are established by the County as supplemental districts to implement special development standards. CSDs also provide a means of addressing issues that are unique to certain geographic areas within the County. None of following Community Standards Districts (County of Los Angeles 2022b) contain specific development standards related to public services performance objectives: East Los Angeles Community Standards District (Title 22.316), East Rancho Dominguez Community Standards District (Title 22.320), Florence-Firestone Community Standards District (Title 22.324), Walnut Park Community Standards District (Title 22.346), West Athens-Westmont Community Standards District (Title 22.348), West Rancho Dominguez-Victoria Community Standards District (Title 22.350), Willowbrook Community Standards District (Title 22.352).

School District Developer Fees

There are three school districts that serve the Project area boundaries: Los Angeles Unified School District (LAUSD), Montebello Unified School District (MUSD), and Compton Unified School District (CUSD). LAUSD has developer fee collection rates for residential and commercial/industrial developments per the most recent update comprised in the 2022 Developer Fee Justification Study (LAUSD 2022a). CUSD collects developer fees for residential and

commercial/industrial developments, and the fees were last updated on March 10, 2020 (CUSD 2021). MUSD established developer fees per the 2008 Justification Report (MUSD 2008).

4.15.1.2 Existing Environmental Conditions

Fire Protection Services

The Los Angeles County Fire Department (LACoFD) serves the unincorporated areas of Los Angeles County as well as 60 cities that choose to have LACoFD provide fire and emergency medical services. LACoFD provides fire suppression and emergency medical services to over four million residents. LACoFD operates 177 fire stations within 9 divisions (LACoFD 2021a). LACoFD had a total of 4,775 personnel in 2021 (LACoFD 2021b). In addition to fire suppression, LACoFD also provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services.

LACoFD is a special district and receives most of its revenue from the unincorporated areas from a portion of the property tax paid by the owners of all taxable properties and a special tax approved by the voters in June 1997. Excluding the Project area, LACoFD collects developer fees in certain other high growth areas. Major issues associated with fire hazards include the increase in the frequency and duration of wildfires; the increasing cost and danger to residents, property, and the environment; and urban fire considerations due to the intensity of development, the number of potentially affected populations, and the difficulties of containment (County of Los Angeles 2014b).

LACoFD has several standards to maintain adequate fire protection within their service area. The current standards for response times are as follows:

- 5 minutes for the first arriving unit for fire and emergency medical services (EMS)
- 8 minutes for the advance life support (paramedic) unit in urban areas
- 8 minutes for the first arriving unit in suburban areas
- 12 minutes for advance life support (paramedic) unit in suburban areas

The location of LACoFD fire department stations relative to the Project area's individual communities can be found in Figure 4.15-1, County Fire Stations. As shown, not all communities include a LACoFD station within the Project area's boundaries. However, the stations listed in Table 4.15-1, County Fire Stations Serving the Project Area, represents all LACoFD stations that serve the Project area. According to the LACoFD, there are no planned construction of new or expanded fire protection facilities in the Project area.

Table 4.15-1. County Fire Stations Serving the Project Area

Number	Agency	Station	Address	Community(ies)
1	LACoFD	Station 3	930 South Eastern Avenue, Los Angeles, CA 90022	East Los Angeles
2	LACoFD	Station 1	1108 North Eastern Avenue, Los Angeles, CA 90063	East Los Angeles
3	LACoFD	Station 22	928 South Gerhart Avenue, Commerce, CA 90022	East Los Angeles
4	LACoFD	Station 50	2327 South Saybrook Avenue, Commerce CA 90040	East Los Angeles

Table 4.15-1. County Fire Stations Serving the Project Area

Number	Agency	Station	Address	Community(ies)
5	LACoFD	Station 31	7521 East Somerset Boulevard, Paramount, CA 90723	East Rancho Dominguez
6	LACoFD	Station 148	4264 Martin Luther King Jr. Boulevard, Lynwood CA 90262	East Rancho Dominguez
7	LACoFD	Station 105	18915 South Santa Fe Avenue, Compton CA 90221	East Rancho Dominguez
8	LACoFD	Station 16	8010 Compton Avenue, Los Angeles, CA 90001	Florence-Firestone; Walnut Park
9	LACoFD	Station 164	6301 South Santa Fe Avenue, Huntington Park CA 90255	Florence-Firestone; Walnut Park
10	LACoFD	Station 165	3255 Saturn Avenue, Huntington Park, CA 90255	Florence-Firestone; Walnut Park
11	LACoFD	Station 14	1401 West 108th Street, Los Angeles, CA 90047	West Athens-Westmont
12	LACoFD	Station 159	2030 West 135th Street, Gardena CA 90249	West Athens-Westmont
13	LACoFD	Station 162	12151 Crenshaw Boulevard, Hawthorne CA 90250	West Athens-Westmont
14	LACoFD	Station 170	10701 South Crenshaw Boulevard, Inglewood CA 90303	West Athens-Westmont
15	LACoFD	Station 95	137 W. Redondo Beach Boulevard Gardena, CA 90248	West Rancho Dominquez-Victoria; Willowbrook
16	LACoFD	Station 41	1815 East 120th Street, Los Angeles, CA 90059	West Rancho Dominquez-Victoria; Willowbrook

Source: LACoFD 2022; See Figure 4.15-1, County Fire Stations; Communication with LACoFD

According to LACoFD, all fire stations that serve the Project area appear to adequately meet the minimum requirements for the service population. Table 4.15-2, County Fire Stations Equipment, Staffing, and Response Times, detailed below, provides the Project area's existing conditions as of May 5, 2022.

Table 4.15-2. County Fire Stations Equipment, Staffing, and Response Times

Station	Equipment	Staffing	Average Response Time
Station 3	4-Person Engine; 4-Person Quint; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighters; 1 Captain, 1 Firefighter Specialist, 2 Firefighters; 2 Firefighter Paramedics	4:53 minutes
Station 1	4-Person Engine	1 Captain, 1 Firefighter Specialist, 2 Firefighter	6:11 minutes
Station 22	3-Person Engine	1 Captain, 1 Firefighter Specialist, 1 Firefighter	5:03 minutes
Station 50	3-Person Engine; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 1 Firefighter; 2 Firefighter Paramedics	5:33 minutes

Table 4.15-2. County Fire Stations Equipment, Staffing, and Response Times

Station	Equipment	Staffing	Average Response Time
Station 31	4-Person Engine; 4-Person Quint; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighters; 1 Captain, 1 Firefighter Specialist, 2 Firefighters; 2 Firefighter Paramedics	5:33 minutes
Station 148	3-Person Engine	1 Captain, 1 Firefighter Specialist, 1 Firefighter	5:20 minutes
Station 105	4-Person Engine; 5-Person Haz Mat Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighters; 1 Captain, 1 Firefighter Specialist, 3 Firefighters	5:15 minutes
Station 16	4-Person Engine; 3-Person Engine; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighters; 1 Captain, 1 Firefighter Specialist, 1 Firefighter; 2 Firefighter Paramedics	5:00 minutes
Station 164	4-Person Engine; 4-Person Quint; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighters; 1 Captain, 1 Firefighter Specialist, 2 Firefighters; 2 Firefighter Paramedics	4:17 minutes
Station 165	4-Person Engine	1 Captain, 1 Firefighter Specialist, 2 Firefighters	5:32 minutes
Station 14	4-Person Paramedic Engine; 2-Person Paramedic Squad	1 Captain, 1 Firefighter Specialist, 2 Firefighter Paramedics; 2 Firefighter Paramedics	4:28 minutes
Station 159	3-Person Paramedic Assessment Engine	1 Captain, 1 Firefighter Specialist, 1 Firefighter Paramedic	5:15 minutes
Station 162	3-Person Engine	1 Captain, 1 Firefighter Specialist, 1 Firefighter	5:46 minutes
Station 170	4-Person Paramedic Assessment Quint; 2-Person Engine	1 Captain, 1 Firefighter Specialist, 1 Firefighter; Paramedic, 1 Firefighter; 1 Firefighter Specialist, 1 Firefighter	4:19 minutes
Station 95	4-Person Engine	4-Person Engine	N/A
Station 41	4-Person Paramedic Assessment; Engine; 2-Person Paramedic Squad	4-Person Paramedic Assessment; Engine; 2-Person Paramedic Squad	4:53 minutes

Source: Communication with LACoFD as of May 5, 2022
Notes: N/A = Not provided.

Sheriff Protection Services

The Los Angeles County Sheriff's Department (LASD) provides general-service law enforcement to unincorporated areas of the County as well as cities within the County that have contracted with the agency. LASD's service area totals approximately 4,084 square miles and serves a population of approximately 10 million people (LASD 2022a). LASD employs approximately 18,000 employees (LASD 2022a).

According to the Los Angeles County 2035 General Plan, LASD is divided into 10 divisions (County of Los Angeles 2014b). LASD provides law enforcement services to 90 unincorporated communities and 40 contract cities. In

addition, LASD provides law enforcement services to 9 community colleges, the Los Angeles County Transportation Authority (Metro), and 48 superior courts. In addition to enforcement of criminal laws, LASD also provides investigative, traffic enforcement, accident investigation, and community education functions. The Field Operation Regions are centered on 25 patrol stations that are dispersed throughout the County. LASD also maintains mutual aid agreements across jurisdictional boundaries for emergency response needs that exceed local resources (County of Los Angeles 2014b).

According to the Los Angeles County General Plan EIR, in 2014 the LASD staff indicated that an officer-to-population ratio of one officer to every 1,000 residents provides the desired level of service for its service area (County of Los Angeles 2014b). This ideal standard typically is applied to environmental analyses for proposed projects that would be served by LASD as a means to develop a rough assessment of a project's impacts on law enforcement services. Additionally, in 2014 as part of the County General Plan EIR, the LASD indicated an optimal service response time of 10 minutes or less for emergency response incidents (a crime that is presently occurring and is a life or death situation), 20 minutes or less for priority response incidents (a crime or incident that is currently occurring but which is not a life or death situation), and 60 minutes or less for routine response incidents (a crime that has already occurred and is not a life or death situation) (County of Los Angeles 2014b). These response times represent the range of time required to handle a service call, which is measured from the time a call is received until the time a patrol car arrives at the incident scene.

However, the LASD has not established a standard law enforcement service ratio because staffing level needs vary from Station to Station due to criteria such as service call volume and type, patrol and travel time by priority, personnel workload, performance levels, and modeling the flow of calls for service ratios (Jue 2023).

The location of LASD patrol stations relative to the Project area's individual communities can be found in Figure 4.15-2, County Sheriff Stations. As shown, not all communities include a LASD station within the Project area's boundaries. As such, three additional stations within the Project area's vicinity are included. Table 4.15-3, County Sheriff Stations Serving the Project Area, represents a list of LASD stations within and outside of the Project area's boundaries. However, as shown in Table 4.15-3, all unincorporated communities of the Project area are served by a LASD station.

Table 4.15-3. County Sheriff Stations Serving the Project Area

Number	Station	Address	Community(ies)
1	East LA Station	5019 East Third Street, East Los Angeles, CA 90022	East Los Angeles
2[a]	Compton Station	301 South Willowbrook Avenue, Compton, CA 902220	East Rancho Dominquez and West Rancho Dominquez-Victoria
3[a]	Century Station	11703 South Alameda Street, Lynwood, CA 90262	Florence-Firestone, Walnut Park, Willowbrook
4	South Los Angeles Station	1310 West Imperial Highway, Los Angeles, California 90044	Westmont-West Athens

Source: LASD 2022b; See Figure 4.15-2, County Sheriff Stations
Notes: [a] Outside of the Project area boundaries

The East Los Angeles Station serves an area approximately 16.7 square miles in size with an estimated resident population of 126,034 people. According to LASD, this station is understaffed and currently employs approximately 196 sworn personnel and 44 civilian employees. This station provides services that address various violations

related to narcotics, vandalism, weapons laws, public disturbances, traffic collisions, vehicle code violations, parking enforcement, and other quality of life issues. Additionally, the East Los Angeles Station provides services through organized Neighborhood Watch meetings and youth outreach programs. This station's average and anticipated response times for emergent, priority, and routine calls for service received are 4.6, 8.0, and 53.5 minutes, respectively.

The Compton Station serves an area approximately 12.6 square miles in size with an estimated resident population of 136,285 persons. According to the LASD, this station is understaffed and currently employs approximately 146 law enforcement service personnel and 29 civilian employees. Law enforcement services provided at this station include services that address various violations related to narcotics, vandalism, weapons laws, public disturbance, traffic accidents, vehicle code violations, parking enforcement, and other quality of life issues in addition to receiving calls for service. Additionally, the Compton Station provides services through organized Neighborhood Watch meetings and youth outreach programs, including the Youth Activity League and Explorers Program. This station's average or anticipated response times for emergent, priority, and routine calls for service received are 4.0, 6.0, and 52.5 minutes, respectively.

The Century Station serves an area approximately 12.9 square miles in size with an estimated resident population of 173,514 people. According to LASD, this station is understaffed and currently employs approximately 257 sworn personnel and 47 civilian employees. This station provides services that address various violations related to narcotics, vandalism, weapons laws, public disturbances, traffic collisions, vehicle code violations, parking enforcement, and other quality of life issues. Additionally, the East Los Angeles Station provides services through organized Neighborhood Watch meetings and youth outreach programs. This station's average and anticipated response times for emergent, priority, and routine calls for service received are 3.6, 7.7, and 41.2 minutes, respectively.

The South Los Angeles Station serves an area approximately 8 square miles in size with an estimated resident population of 117,000 people. According to LASD, this station is understaffed and currently employs approximately 145 sworn personnel and 40 civilian employees. This station provides services that address various violations related to narcotics, weapons, property crime, domestic violence, robberies, assaults with deadly weapons, public disturbances, traffic collisions, vehicle code violations, parking enforcement, and quality of life issues such as wage theft and human trafficking. Additionally, the South Los Angeles Station provides services through organized Neighborhood Watch meetings, bi-monthly Civilian Advisory Committee meetings, weekly West Athens-Westmont Task Force meetings, daily youth outreach programs, and School Resource Deputies at select local schools. This station's average and anticipated response times for emergent, priority, and routine calls for service received are 4.2, 8.6, and 42.4 minutes, respectively.

School Services

The County's role in developing and managing educational facilities and programs is limited. However, the Los Angeles County Office of Education (COE) serves as an intermediary between the local school districts and the California Department of Education. The COE is guided by a seven-member board of education, who are appointed by the County Board of Supervisors. The COE provides a vision statement and strategic opportunities for educational facility development to coordinate the assessment of facility needs and the construction of schools that fall to individual school districts. The County also coordinates public school facilities through subdivision approval processes, in which developers are required to assess the need for, and in some cases provide, land for the construction of public schools to support their project. Development impact fees, based on the size of a

development, are distributed to the appropriate school district for the construction of school facilities before the County issues any building permits.

According to the COE, Los Angeles County has 48 unified school districts, 27 elementary school districts, and 5 high school districts (COE 2022). There are 1,840 schools total, 372 authorized charter schools, and 73,737 teachers. As shown in Figure 4.15-3, School Districts, three school districts serve the Project area: LAUSD, MUSD, and CUSD. Additionally, Table 4.15-4, School Districts Serving the Project Area, represents a list of school district boundaries overlapping and serving the Project area's individual communities. In the 2020-2021 school year, LAUSD had a cumulative total of 574,996 students enrolled, MUSD had a cumulative total of 23,092 students enrolled, and CUSD had a cumulative total of 22,117 students enrolled (Ed-Data 2022a, 2022b, 2022c).

Table 4.15-4. School Districts Serving the Project Area

Number	District	Community(ies)
1	Los Angeles Unified School District	East Los Angeles, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, Willowbrook
2	Montebello Unified School District	East Los Angeles
3	Compton Unified School District	East Rancho Dominguez, West Rancho Dominguez-Victoria, Willowbrook

Source: County of Los Angeles 2023b (see Figure 4.15-3, School Districts)

According to the LAUSD, the following schools within the district are either within capacity or currently overcrowded based on enrollment for the 2020-2021 school year. LAUSD has no plans for new school construction, additions to existing schools, or any other operational activities that would affect operating capacities and enrollments among LAUSD schools serving the Project area (LAUSD 2022b). Additionally, the following shows 5-year projections for enrollment capacity in schools within each Project area community (LAUSD 2022b):

- ***East Los Angeles:*** A total of 18 schools are overcrowded (as well as two school choice areas) and four are within capacity under existing conditions. A total of 11 schools are projected to be overcrowded (as well as one school choice area) in five years and 11 schools (as well as one school choice area) are projected to be within capacity.
- ***Florence-Firestone:*** A total of 18 schools are overcrowded (as well as two school choice areas) and two schools (as well as two school choice areas) are within capacity under existing conditions. A total of 9 schools (and two school choice areas) are projected to be overcrowded in five years and 11 schools (as well as two school choice areas) are projected to be within capacity.
- ***Walnut Park:*** A total of five schools are overcrowded (as well as one school choice area) and one school (as well as two school choice areas) are within capacity under existing conditions. A total of one school (and one school choice area) are projected to be overcrowded in five years and five schools (as well as two school choice areas) are projected to be within capacity.
- ***West Athens-Westmont:*** A total of nine schools are overcrowded and four schools are within capacity under existing conditions. A total of seven schools are projected to be overcrowded in five years and six schools are projected to be within capacity.
- ***West Rancho Dominguez-Victoria:*** A total of two schools are overcrowded and three schools are within capacity under existing conditions. Per LAUSD, 5-year projections are anticipated to remain the same as existing conditions.

- ***Willowbrook:*** A total of five schools are overcrowded and six schools are within capacity under existing conditions. Per LAUSD, 5-year projections are anticipated to remain the same as existing conditions.
- ***East Rancho Dominguez:*** As shown in Appendix K and in Table 4.15-4, this community is not served by LAUSD.

Parks

Refer to Section 4.16, Recreation, of the Recirculated Draft PEIR for a discussion on the environmental setting of the Metro Planning Area as it pertains to Parks facilities.

Libraries

The Los Angeles County Library (Library) system provides library services to over 3.4 million residents living in unincorporated Los Angeles County and to residents of 44 cities in Los Angeles County (County of Los Angeles 2022d). The Library system is a special fund County department operating under the authority of the Board of Supervisors.

The majority of the County's 86 libraries are undersized and understocked to meet the service needs of current and projected populations served by the Library system (County of Los Angeles 2014b). A study conducted by the Library in April 2001 determined that many of the County's libraries did not meet basic facility and service planning guidelines (County of Los Angeles 2014b). According to the County's General Plan EIR, the Library's guidelines plan for a minimum of 0.5 gross square foot of library facility space per capita (County of Los Angeles 2014b). In addition, the Library's service level guidelines include a minimum of 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 computer per 1,000 people served. According to the County's General Plan EIR, many existing Library facilities are located in areas with little or no new residential development, and therefore, no mitigation fees or other reliable sources of capital funding are available to replace or expand existing conditions (County of Los Angeles 2014b).

In February 2022, construction for a replacement library for the Florence-Firestone community began and is expected to be completed by June 2023. The new Florence Library is planned to be 7,970 square feet in size and located on the second floor of the Los Angeles County Constituent Center at 7807 South Compton Avenue in Los Angeles. No other plans to build new library facilities or expand current facilities in the Project area.

According to the Library, the Project area is served by Library Planning Areas 5 (Southeast) and 6 (Southwest). The location of Library facilities relative to the Project area's individual communities can be found in Figure 4.15-4, County Libraries. As shown, Huntington Park Library and Dr. Martin Luther King, Jr. Library are not within the Project area's boundaries, but serve the Project area's vicinity. As such, these libraries are included in Figure 4.15-4 and Table 4.15-5, County Libraries Serving the Project Area, detailed below.

Table 4.15-5. County Libraries Serving the Project Area

Number	Library	Address	Community(ies)
1	Anthony Quinn Library	3965 Cesar E. Chavez Avenue, Los Angeles, CA 90063	East Los Angeles
2	City Terrace Library	4025 East City Terrace Drive, Los Angeles, CA 90063	East Los Angeles
3	East Los Angeles Library	4837 East 3rd Street, Los Angeles, CA 90022	East Los Angeles

4	El Camino Real Library	4264 East Whittier Boulevard, Los Angeles, CA 90023	East Los Angeles
5	East Rancho Dominguez Library	4420 East Rose Street, East Rancho Dominguez, CA 90221	East Rancho Dominguez
6	Florence Express Library	7600 Graham Avenue, Los Angeles, CA 90001	Florence-Firestone
7	Graham Library	1900 East Firestone Boulevard, Los Angeles, CA 90001	Florence-Firestone
8 [a]	Huntington Park Library	6518 Miles Avenue, Huntington Park, CA 90255	Walnut Park
9	Woodcrest Library	1340 West 106th Street, Los Angeles, CA 90044	West Athens-Westmont
10	A C Bilbrew Library	150 East El Segundo Boulevard, Los Angeles, CA 90061	West Rancho Dominguez - Victoria
11 [a]	Dr. Martin Luther King, Jr. Library	17906 South Avalon Boulevard, Carson, CA 90746	West Rancho Dominguez - Victoria
12	Willowbrook Library	11737 Wilmington Avenue, Los Angeles, CA 90059	Willowbrook

Source: County of Los Angeles 2022e
Notes: [a] Outside of the Project area boundaries

According to the Library, with the exception of A C Bilbrew Library, the libraries that serve the Project area do not currently meet the minimum requirements for the service population. Table 4.15-6, Library Service Level Guidelines and Actuals, detailed below, provides a comparison of the Project area's existing conditions as of April 30, 2022 across the Library Service Areas.

Table 4.15-6. Library Service Level Guidelines and Actuals

Library Service Area	Service Level Guidelines			Actuals			Meeting Service Ratios?
	Computers	Collections	Facility Space	Computers	Collections	Facility Space	
A C Bilbrew	19	51,626	9,387	24	81,163	21,843	Yes
East Los Angeles	62	169,326	30,787	38	133,473	26,300	No
East Rancho Dominguez	15	40,898	7,436	19	24,299	7,215	No
Florence	48	132,358	24,065	4	39,751	2,160	No
Graham	32	88,402	16,073	11	32,765	5,125	No
Willowbrook	27	72,883	13,252	16	23,861	7,797	No
Woodcrest	42	115,440	20,989	12	34,771	7,254	No

Source: Communication with the Library, as of April 30, 2022.

4.15.2 Environmental Impacts

4.15.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The County's General Plan and information obtained from the Los Angeles County Fire Department, Los Angeles County Sheriff Department, Los Angeles County Office of Education, DPR, Los Angeles County Libraries were used to evaluate public services located in the Project area. The potential for the Project to result in impacts related to public services is dependent Project's effect on maintaining acceptable service ratios, response times or other performance objectives for fire protection services, Sheriff protection services, school services, park[3] services, and library services. Given that the Project would not result in direct physical changes to the environment, the following analysis is based on Project area's existing conditions compared to the Project's buildout conditions in 2035. Additionally, the following analysis is based on the Project's potential for future development in relation to where within the Project area rezoning would occur as a result of the Metro Area Plan. For more information on Project impacts relative to population growth, see Section 4.14, Population and Housing, of this Recirculated Draft PEIR.

4.15.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the CEQA Guidelines, the applicable thresholds of significance with regard to public services are listed below. A project may have a significant impact if it would:

Threshold 4.15-1: 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

[3] Please refer to Threshold 4.16-1 in Section 4.16.2.4, Impact Analysis of Section 4.16 of this Recirculated Draft PEIR for a comprehensive analysis of potential impacts regarding park services.

- Parks (See Section 4.16, Recreation)[4]
- Libraries

4.15.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023c), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area, which would result in approximately 108,390 additional Project area residents.[5] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs, which would generate approximately 176 new jobs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial

[4] Please refer to Threshold 4.16-1 in Section 4.16.2.4, Impact Analysis of Section 4.16 of this Recirculated Draft PEIR for a comprehensive analysis of potential impacts regarding park services.

[5] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide and community specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the unincorporated communities in the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of public services listed in Section 4.15.1.1 above. (Areawide and community-specific goals and policies related to parks and recreation are provided in Section 4.16 of this Recirculated Draft PEIR).

Areawide Goals and Policies

Goal LU 1 Residential neighborhoods are safe and attractive places to live.

Policy LU 1.2 Fence Heights. Allow taller fence heights in residential areas, where appropriate, to offer options in maintaining safety of neighborhoods.

Goal LU 2 Vibrant commercial areas that function as the connective fabric of the community, support a variety of commercial activities dispersed community-wide, and provide an attractive and safe public realm.

Policy LU 2.4 Incorporate Public Facilities in Commercial Centers. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information and services in active commercial centers.

Goal LU 8 Industrial areas are clean, safe, and aesthetically pleasing.

Policy LU 8.4 Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

Goal LU 10 Art that enriches the public realm by inviting people to connect with cultural identity, patterns, and treasures is provided within each of the communities of the Area Plan.

Policy HW/EJ 1.1 Sensitive Land Uses. Encourage development of new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks or other measures to minimize negative environmental and health impacts.

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.1. Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking

paths, parks, community gardens, and other green space, where feasible and appropriate.

Policy HW/EJ 2.2. Enhance Connectivity to Public Spaces. Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, schools, and cultural facilities.

Goal M 1. The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy M 2.3. Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

Policy M 2.4. Bicycle Amenities. Increase opportunities for convenient and safe bicycle use 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 S/CR 1. Reduced crime and perception of crime through environmental design.

Policy S/CR 1.1. Urban Design. Pursue urban design strategies that reduce the opportunity for crime and violence in parks and in public streets, such as Crime Prevention through Environmental Design, which facilitates visibility into and monitoring of public space by residents and law enforcement.

Policy S/CR 1.2. Natural Surveillance in Public Spaces. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them.

Policy S/CR 1.3. Community-Based Crime Prevention. Support ongoing interaction, coordination, and communication among existing community-based foot and bicycle patrols, watch programs, and neighborhood and business organizations.

Goal S/CR 2. Reduced crime and perception of crime at transit stops, County-owned parking areas and sidewalks around community facilities.

Policy S/CR 2.1. Natural Surveillance. Work with Metro to design transit stops that include proper lighting and design to eliminate potentially unsupervised areas.

Policy S/CR 2.2. Natural Access Management. Work with Metro to design transit stations that include clear wayfinding and barriers to discourage fare evasion.

Policy S/CR 2.3. Physical Maintenance. Work with Metro to keep transit stops and adjacent infrastructure well maintained, including through the use of low-maintenance landscaping and architectural materials, regular trash collection and removal, and other programs to maintain a clean and orderly environment.

Community-Specific Goals and Policies

East Rancho Dominguez

Policy 8.2. Safety Improvements Near High-Use Bus Stops. Work with bus service providers to improve pedestrian-level street lighting at bus stops.

Florence-Firestone

Policy 11.1. Transit Station Safety. Work closely with regional agencies and others to increase transit ridership and mode share through an enhanced transit customer experience that addresses safety, station lighting, and visible security measures. The Slauson and Firestone stations have specifically been noted by the public as concerns.

Policy 11.2. Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote 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.

4.15.2.4 Impact Analysis

Threshold 4.15-1(i) 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 fire protection services?

As detailed in Section 4.15.1.2, Existing Environmental Conditions, the Project area is served by existing LACoFD services through stations within or in the vicinity of each Project community. The location of fire department stations can be found in Figure 4.15-1. Moreover, Table 4.15-1 shows four stations serve East Los Angeles, three stations serve East Rancho Dominguez, three stations serve Florence-Firestone and Walnut Park, four stations serve West Athens-Westmont, and two stations serve West Rancho Dominguez-Victoria and Willowbrook. Each of the Project area's communities are located within an area best characterized as urban. As such, the LACoFD's standard for adequate response times would be 5 minutes. According to LACoFD, all fire stations that serve the Project area appear to adequately meet the minimum requirements for the service population. Table 4.15-2, County Fire Stations Serving the Project Area – Equipment, Staffing, and Response Times, details the equipment, staffing, and average responses times of each station. According to LACoFD, all fire stations that serve the Project area appear to adequately meet the minimum requirements for the service population and there is no planned construction of new or expanded fire protection facilities in the Project area.

No specific development is proposed as part of the Project that would have direct impacts on fire protection services. However, implementation of the Metro Area Plan would facilitate future development, which would increase demand on fire protection services. The Project would allow for new commercial uses (i.e., ACUs) and new residential uses, including the potential for employment and population growth. In addition, the Project's proposed Industrial Program would facilitate redevelopment to cleaner-industrial uses that would replace heavy industrial and induce employment growth. Therefore, the Project would increase demand on LACoFD to provide fire protection

and emergency services during construction and operations of future development projects. Demand on fire protection services during construction would be short-term and temporary in nature, which would end once construction is completed. Therefore, Project impacts during construction would be less than significant. The following analysis is related to operational-related impacts.

Existing County policies and regulations and the Project's goals and policies are intended to minimize impacts to performance objectives of fire protection services (i.e., standard response times). For example, LACoFD is a special district that receives most of its revenue from the unincorporated areas through a portion of the property tax paid by the owners of all taxable properties. As new development occurs, payments would occur in order to fund the services to maintain acceptable service ratios, response times or other performance objectives, such as the hiring of fire protection services personnel, the construction of new stations, and the funding of certain capital equipment. Operational funding for the LACoFD is also supported by the County's General Fund. The County Board of Supervisors allocates funding for various County-provided public services, including LACoFD. As population growth increases and demand for LACoFD's services increase, the County Board of Supervisors would allocate resources from the County's General Fund during the County's annual budgeting process to address staffing and equipment needs to serve the communities, including the Metro Area Plan.

Additionally, existing building and fire codes, as outlined in Section 4.15.1.1, Regulatory Setting, require fire hydrants, sprinkler systems, smoke detectors, fire extinguishers, and adequate access for emergency vehicles, which would reduce potential impacts of the future development on fire protection and emergency services. These project design elements would be reviewed and approved by the County Public Works and LACoFD prior to the issuance of building permits for each future development within the Project area. As such, future development projects would comply with all applicable provisions of the County's Fire and Building Codes. These existing County permitting procedures for development would minimize potential impacts to fire protection services.

Moreover, implementation of the Project would be gradually implemented through 2035, and LACoFD would add staff and equipment to the existing stations on an as-needed basis over time in order to accommodate increased demand. Due to the existing stations serving the Project area and the anticipated infill development allowed under the Project, the increase in staffing and equipment required to serve the buildout of the Project would be accommodated by the existing fire stations, and no new or physically altered fire protection facilities would be required to serve the buildout of the Project, as confirmed by LACoFD (Appendix K). . Therefore, the Project would result in less than significant construction and operational impacts on fire services. No mitigation is required.

Threshold 4.15-1(ii) 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 Sheriff protection services?

Sheriff protection services for the Project area are provided by LASD, outlined in Section 4.15.1.2, above. The location of Sheriff stations can be found in Figure 4.15-2. Moreover, Table 4.15-3 also shows two of the four stations serving the Project area's general vicinity are within the boundaries of the Project area. In addition, Project components as described in Section 4.15.2.3, Land Use Changes, Programs and Policies, are illustrated in Figures 3-1a through 3-1g, Proposed Zoning, and in Figures 3-2a though 3-2f, Proposed General Plan Land Use in Section 3, Project Description, of this Recirculated Draft PEIR. The LASD has not established a standard law enforcement service ratio because staffing level needs vary from Station to Station due to criteria such as service call volume

and type, patrol and travel time by priority, personnel workload, performance levels, and modeling the flow of calls for service ratios (Jue 2023).

However, for the purposes of the preparation of the County's General Plan EIR, the LASD indicated an optimal service response time of 10 minutes or less for emergency response incidents (a crime that is presently occurring and is a life or death situation), 20 minutes or less for priority response incidents (a crime or incident that is currently occurring but which is not a life or death situation), and 60 minutes or less for routine response incidents (a crime that has already occurred and is not a life or death situation) (County of Los Angeles 2014b). However, response time is variable, particularly because the nearest responding patrol car may be located anywhere within the station's patrol area and may not necessarily respond directly from the station itself.

The East Los Angeles Station's average and anticipated response times for emergent, priority, and routine calls for service received are 4.6, 8.0, and 53.5 minutes, respectively. The Compton Station's average or anticipated response times for emergent, priority, and routine calls for service received are 4.0, 6.0, and 52.5 minutes, respectively. The Century Station's average and anticipated response times for emergent, priority, and routine calls for service received are 3.6, 7.7, and 41.2 minutes, respectively. The South Los Angeles Station's average and anticipated response times for emergent, priority, and routine calls for service received are 4.2, 8.6, and 42.4 minutes, respectively. Therefore, under the metric set forth in the County's General Plan EIR, Sheriff protection services are currently meeting standard response times within the Project area, as detailed above in Section 4.15.1.2.

Under existing conditions, the East Los Angeles Station employs approximately 196 sworn personnel and 44 civilian employees; the Compton Station employs approximately 146 law enforcement service personnel and 29 civilian employees; the Century Station employs approximately 257 sworn personnel and 47 civilian employees; and the South Los Angeles Station employs approximately 145 sworn personnel and 40 civilian employees. The East Los Angeles Station, Compton Station, Century Station, South Los Angeles Station, all indicated that their respective stations are understaffed. However, as discussed in Section 4.15.1.2, the desired LASD officer-to-population ratio is one officer to every 1,000 residents according to the General Plan PEIR. As provided by LASD, the East Los Angeles Station serves an estimated resident population of 126,034 people. As such, this station maintains approximately 643 people per one officer. The Compton Station serves an estimated resident population of 136,285 persons; thus, this station maintains approximately 933 people per one officer. The Century Station serves an estimated resident population of 173,514 people, and, therefore, maintains a service ratio of approximately 675 people per one officer. The South Los Angeles Station serves an estimated resident population of 117,000 people. As such, this station maintains a service ratio of approximately 806 people per one officer. Therefore, according to the metric established in the County's General Plan EIR, each Sheriff's station serving the Project area meet the General Plan's officer-to-population service ratio.

The Project would implement a targeted rezoning program to accommodate development of approximately 30,968 additional dwelling units, which could generate 108,390 new residents across the Project area. Based on the desired officer-to-population ratio, approximately 108 new officers[6] would be needed to serve the Project area at buildout. As such, the Project would increase demand on LASD to provide Sheriff protection services. As provided by LASD, the Project area's existing service population is approximately 552,833 people and served by 744 sworn personnel[7,8]. The addition of 108,390 new residents due the Project would result in a total service population of 661,223 people[9]. As such, implementation of the Project would result in a service ratio of approximately 889 people per

6 108,094 new residents divided by 1,000 residents per officer = 108.094 (108 officers)
7 126,034 + 136,285 + 173,514 + 117,000 = 552,833 people
8 196 + 146 + 257 + 145 = 744 officers
9 552,833 + 108,390 = 661,223 people

officer, which meets the metric officer-to-population service ratio described above. In addition, as noted by LASD, implementation of the Project was not identified as resulting in the need for new or expanded facilities (Appendix K).

Future development projects may require public services, such as Sheriff protection services, during construction. Such activities would be short-term and temporary in nature, and impacts would be less than significant. The Project would rescind all three existing community and/or neighborhood plans and incorporate applicable components of these plans into the Metro Area Plan, which will include a variety of goals and policies that would address future development related to safety in the Project area and Sheriff protection services. In addition, the Project proposes community-specific policies addressing public safety for the unincorporated communities of East Rancho Dominguez (Policy 8.2) and Florence-Firestone (Policies 11.1 and 11.2). These policies, detailed above, are designed to improve pedestrian-level street lighting, enhance visible security measures, and maximize visibility at public transit stations. These measures would help reduce opportunities for criminal activities and thereby, reduce the need for Sheriff protection services.

Moreover, implementation of the Project would be gradually implemented through 2035, and the LASD would add staff and equipment to the existing stations on an as-needed basis over time in order to accommodate increased demand. If additional law enforcement personnel are required to meet acceptable service ratios, modifications to law enforcement service contracts and equipment assets may be required. 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 Board of Supervisors 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, as is the case in current conditions, to address staffing and equipment needs to serve the communities, including the Metro Area Plan. These funds would need to be allocated to the LASD and approved by the County Board of Supervisors, based on the recommendations of the County's Chief Executive Office. Funding for the LASD is annually evaluated and may vary from year to year.

Additionally, individual projects would be reviewed by County and Sheriff Department staff prior to the applicant'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]). 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 any future 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 requirements, along with County revenues that would be allocated to the LASD through the annual budgeting process, would ensure that acceptable service ratios, response times or other performance objectives for Sheriff protection services would be maintained. As noted by LASD, implementation of the Project was not identified as resulting in the need for new or expanded facilities (Appendix K). Thus, physical impacts to the environment related to the development of or expansion of Sheriff department facilities would not occur, and the Project would result in less than significant construction and operational impacts. No mitigation is required.

Threshold 4.15-1(iii) 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 school services?

Educational facilities within the Project area have their own state-mandated requirements to ensure a high quality of life for all citizens of Los Angeles County. School districts offer education to all school-age residents of the region but operate entirely independent of County government. School services with the Project area's boundaries are provided by three school districts: LAUSD, MUSD, and CUSD. The boundaries of each school district can be found in Figure 4.15-3. Moreover, Table 4.15-4 details the communities each district serves. As discussed in Section 4.15.1.2, LAUSD had a cumulative total of 574,996 students enrolled in the 2020-2021 school year, MUSD had a cumulative total of 23,092 students enrolled, and CUSD had a cumulative total of 22,117 students enrolled (Ed-Data 2022a, 2022b, 2022c). Per communication with LAUSD (and detailed in Section 4.15.1.2), the district includes schools serving the Project area that are within capacity or currently overcrowded. LAUSD has no plans for new school construction, additions to existing schools, or any other operational activities that would affect operating capacities and enrollments among LAUSD schools serving the Project area (LAUSD 2022b).

No direct development is proposed as part of the Project. However, land use changes and programs proposed by the Project would facilitate future development, which would generate demand for school services. The Project proposes to consolidate community plans within one plan, the Metro Area Plan, which includes goals and policies for the Project area, such as Policy HW/EJ 1.1, HW/EJ 2.2, and M 2.4, that would address future development related to school services by minimizing negative environmental and health impacts as a result of future developments and promoting sustainable transportation to schools.

The Project would implement a targeted rezoning program to accommodate development of approximately 30,968 additional dwelling units, the potential of which could generate 108,390 new residents across the Project area. According to the Los Angeles County General Plan Update EIR, the student generation rate is 0.7 students per dwelling unit (County of Los Angeles 2014b). Based on this student generation rate, approximately 21,678 students[10] are anticipated at buildout of the Project. The majority of these students would be located in school districts serving the Project area. As such, the Project would increase demand on schools to provide school services. To maintain acceptable service ratios, the construction of new or expanded school facilities would be required.

However, implementation of the Project would be gradually implemented through 2035. Moreover, existing funding mechanisms would lessen potential impacts related to an increase in the student population. As detailed in Section 4.15.1.1, LAUSD, MUSD, and CUSD are, in part, funded through the payment of development fees pursuant to SB 50 (Government Code Section 65995). These fees would be required to be paid by future development prior to issuance of building permits and would be used to offset the impact of an additional student population. According to SB 50, payment of these fees constitutes adequate mitigation related to impacts to school facilities. Although a number of LAUSD schools across the Project area are overcrowded under existing conditions and under 5-year projections, as noted in Section 4.15.1.2, secondary impacts related to busing and parent vehicle trips/carpooling to different schools are accounted for the transportation analysis and subsequent air quality, greenhouse gas, and noise analyses (see Section 4.17, Transportation; Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; and Section 4.13, Noise, of this Recirculated Draft PEIR).

Furthermore, a school district and a project applicant/developer have the option of entering into various alternative mitigation agreements to ensure the timely construction of school facilities to house students from new residential development. The primary financing mechanism authorized in these mitigation agreements is the formation of a

[10] 30,968 new dwelling units multiplied by 0.7 students per dwelling unit = 21,677.6 (21,678 students)

community facilities district, pursuant to the Mello-Roos Community District Act of 1982. In lieu of an alternative mitigation agreement, state-mandated school facilities fees, which help maintain adequate school facilities and levels of service may also reduce potential impacts. Ultimately, the provision of schools is the responsibility of the school district. SB 50 provides that the statutory fees found in the Government and Education Codes are the exclusive means of considering and mitigating for school impacts. As previously mentioned, imposition of the statutory fees constitutes full and complete mitigation (Government Code Section 65995[b]). Therefore, the Project's impacts would be less than significant, and no mitigation is required.

Threshold 4.15-1(iv) 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 park services?

As further discussed in Section 4.16, Recreation, of this Recirculated Draft PEIR, impacts regarding park services would be significant and unavoidable, and there are no feasible mitigation measures to reduce this anticipated impact.[11]

Threshold 4.15-1(v) 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 library services?

Library services in the Project area are provide by the County Library system as discussed in Section 4.15.1.2, above. The Library locations are illustrated in Figure 4.15-4 and detailed in Table 4.15-5. Moreover, a study conducted by the Library in April 2001 determined that many of the County's libraries did not meet basic facility and service planning guidelines (County of Los Angeles 2014b). According to the County's General Plan EIR, the Library's guidelines plan for a minimum of 0.5 gross square foot of library facility space per capita (County of Los Angeles 2014b). In addition, the Library's service level guidelines include a minimum of 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 computer per 1,000 people served. Under existing conditions (per communication with the Library on April 30, 2022), with the exception of A C Bilbrew Library, the libraries serving the Project area do not currently meet the minimum requirements for the service population.

No direct development is proposed as part of the Project. However, land use changes and programs proposed by the Project would facilitate future development that could potentially result in a significant impact on library services. The Project would implement a targeted rezoning program to accommodate development of approximately 30,968 additional dwelling units, the potential of which could generate 108,390 new residents across the Project area. As such, implementation of the Project would increase demand on library facilities and library services within the Project area.

[11] Please refer to Threshold 4.16-1 in Section 4.16.2.4 of this Recirculated Draft PEIR for a comprehensive analysis of potential Project impacts regarding park services.

As detailed above in Table 4.15-6, the libraries (with the exception of A C Bilbrew Library) do not currently meet service ratios. However, implementation of the Project would be gradually implemented through 2035. Operational funding for the Library is also supported by the County's General Fund, Library Mitigation Fees, property taxes, and special taxes levied onto surrounding cities utilizing County library facilities. The County Board of Supervisors allocates funding for various County-provided public services, including the Library. As population growth increases and demand for library services increase, the County Board of Supervisors would allocate resources from the County's General Fund during the County's annual budgeting process to address staffing and equipment needs to serve increasing demands for library services. Moreover, to minimize the impact of residential projects on library services, the Library collects a one-time Library Facilities Mitigation Fee (per County Code Section 22.246.060) prior to the issuance of building permits for all new residential dwellings located within unincorporated Los Angeles County, including the Project area. These fees are subject to a Consumer Price Index increase effective at the start of each fiscal year on July 1. As such, future development as a result of the Project's approximately 30,968 additional dwelling units would be required to provide payment of fees to reduce impacts to library facilities. Therefore, impacts would be less than significant, and no mitigation is required.

4.15.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative public services impacts includes the unincorporated areas of the County of Los Angeles, as well as the following individual public service providers: LACoFD, LASD, LAUSD, MUSD, CUSD, DPR, and the Library. Additionally, the cumulative analysis considers entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

As discussed in Section 4.14, Population and Housing of this Recirculated Draft PEIR, the buildout of the Metro Area Plan by 2035 would exceed the growth projections for the Metro Planning Area in the County's General Plan. The cumulative impact of this population increase in the Project area and unincorporated County would increase demand on public services, such that the provision of new or physically altered governmental facilities could cause significant environmental impacts.

Threshold 4.15-1i (Fire Protection). Cumulative development in Los Angeles County would incrementally increase the demand for fire protection and emergency medical services to accommodate new population growth and development. This increased demand from the implementation of related plans and projects has the potential to affect existing service levels and response times for the LACoFD and other fire departments from surrounding jurisdictions.

While the Project area primarily relies on the LACoFD for fire protection services, it also borders various jurisdictions that may not have contracts with LACoFD or mutual aid agreements with the County. As such, the Project could increase demand on fire departments in these adjacent jurisdictions. This could potentially lead to a future need for new or expanded facilities in these jurisdictions; however, the potential need for future facilities would be speculative at this time.

The necessity for constructing new or expanded fire protection facilities to serve cumulative demands would be assessed by the LACoFD, the County Board of Supervisors, or similar entities in adjacent jurisdictions. This would occur during the annual budgetary process and would comply with relevant state and local environmental laws, including evaluations pursuant to CEQA. Operational funding for LACoFD and other fire departments serving related projects in adjacent areas comes from a variety of sources, including property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner designed to provide for adequate staffing levels and facilities to serve future developments throughout Los Angeles County. As previously discussed, the Project would not necessitate the construction of new or expanded fire department facilities. Therefore, the Project's incremental contribution to impacts on fire protection services would not be cumulatively considerable.

Threshold 4.15-1ii (Sheriff Protection). Cumulative development in the Los Angeles County would incrementally increase the demand for law enforcement services to serve new population and development. This increase in demand for law enforcement services from implementation of related plans and projects would have the potential to effect existing service levels and response times for the LASD and other police departments from surrounding jurisdictions.

Although the Project area relies on the LASD for law enforcement services, the Project area borders various jurisdictions that may not have contracts with LASD or mutual aid agreements with the County. As such, the Project could increase demand on departments in adjacent jurisdictions. This could potentially lead to the future need for new or expanded facilities in adjacent jurisdictions; however, the potential need for future facilities is unknown and would be speculative at this time.

The need for construction of new or expanded law enforcement facilities to serve cumulative demands would be assessed by the LASD, the County Board of Supervisors, or similar entities in adjacent jurisdictions. This would take place during the annual budgetary process and would comply with relevant state and local environmental laws, including evaluations pursuant to CEQA. Operational funding for LASD and other police departments serving related projects in adjacent areas comes from a variety of sources, including property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner to provide for appropriate staffing levels and facilities to serve future developments in Los Angeles County. As discussed above, the Project would not result in the need for new or expanded Sheriff facilities. Therefore, the Project's incremental contribution to impacts on Sheriff services would not be cumulatively considerable.

Threshold 4.15-1iii (Schools). As described above, the Project would implement a targeted rezoning program to accommodate development of approximately 30,968 additional dwelling units, the potential of which could generate approximately 21,678 students at buildout. However, implementation of the Project would be gradually implemented through 2035 and impacts found be less than significant. Related residential development would incrementally increase the student population in Los Angeles County and could affect student/facility ratios and require the construction or expansion of school facilities to maintain adequate service ratios, which would have the potential to create a potentially significant impact on the environment. However, state law requires residential development projects to pay established school impact fees in accordance with SB 50 prior to the issuance of a building permit. 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 fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Therefore, the Project's incremental contribution to impacts on school services would not be cumulatively considerable.

Threshold 4.15-1iv (Parks). As discussed further in Section 4.16 of this recirculated Draft PEIR, without the payment of park mitigation fees or the dedication of land for future parks, the Project in combination with cumulative growth related to regional plans would result in a cumulatively considerable and significant impact to park services.

Threshold 4.15-1v (Libraries). The Library serves unincorporated areas and some surrounding cities within the County. Related residential development would increase the demand for library services and could result in the need to construct additional or expand existing library facilities, which could result in a significant adverse physical impact on the environment. The need for the construction of new or expanded library facilities to serve cumulative demands would be determined by the County Library and the County Board of Supervisors through the annual budgetary process and would be evaluated for environmental impacts in compliance with applicable state and local laws. As with the Project, future cumulative development would generate new tax revenues, and as discussed above, funding sources for the Library and other surrounding public libraries consisting of property taxes, state assistance, and revenue from fines, mitigation fees, and other miscellaneous revenue would help reduce impacts. In addition, the County requires payment of library facilities mitigation fees as specified under County Code Section 22.246.060. Required payment of library facilities fees would ensure that the Project's incremental contribution to impacts on library facilities would not be cumulatively considerable.

4.15.2.6 Mitigation Measures

No feasible mitigation measures are available to mitigate Project impacts on park services.

All other impacts related to Fire Protection, Sheriff Protection, School Services, and Libraries would be less than significant and no mitigation is required.

4.15.2.7 Level of Significance After Mitigation

Threshold 4.15-1i (Fire Protection). The Project would not create future capacity or service level problems, and not 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 fire protection services. Therefore, impacts would be **less than significant**.

Threshold 4.15-1ii (Sheriff Protection). The Project would not create future capacity or service level problems, and not 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 sheriff protection services. Therefore, impacts would be **less than significant**.

Threshold 4.15-1iii (Schools). The Project would not create future capacity or service level problems, and not 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 schools. Therefore, impacts would be **less than significant**.

Threshold 4.15-1iv (Parks). As further discussed in Section 4.16, Recreation, of the Recirculated Draft PEIR, impacts to park services would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.15-1v (Libraries). The Project would not create future capacity or service level problems, and not 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 libraries. Therefore, impacts would be **less than significant**.

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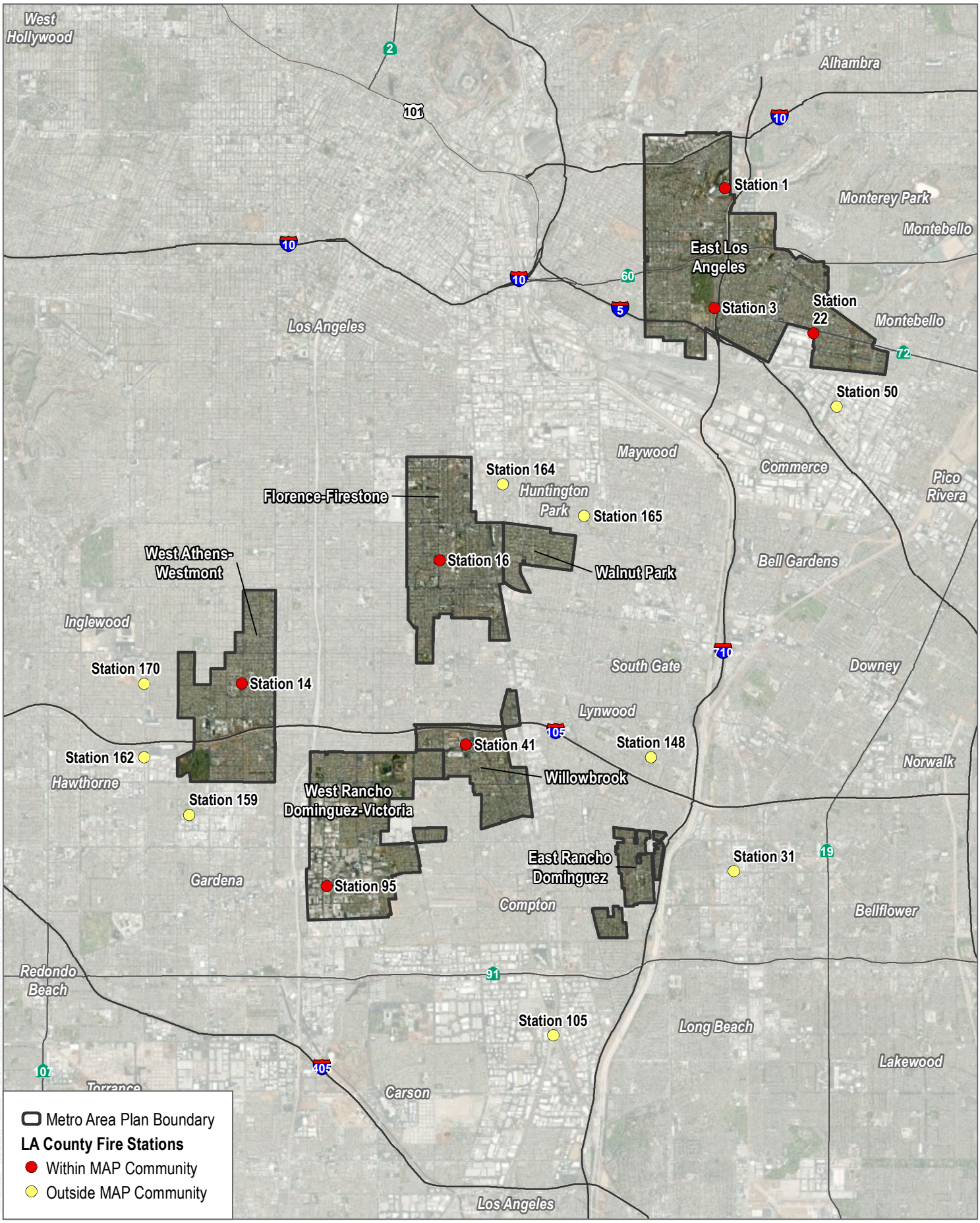

SOURCE: NAIP 2020; LA County 2021

DUDEK

0 5,000 10,000 Feet

FIGURE 4.15-1

County Fire Stations

Los Angeles County Metro Area Plan PEIR

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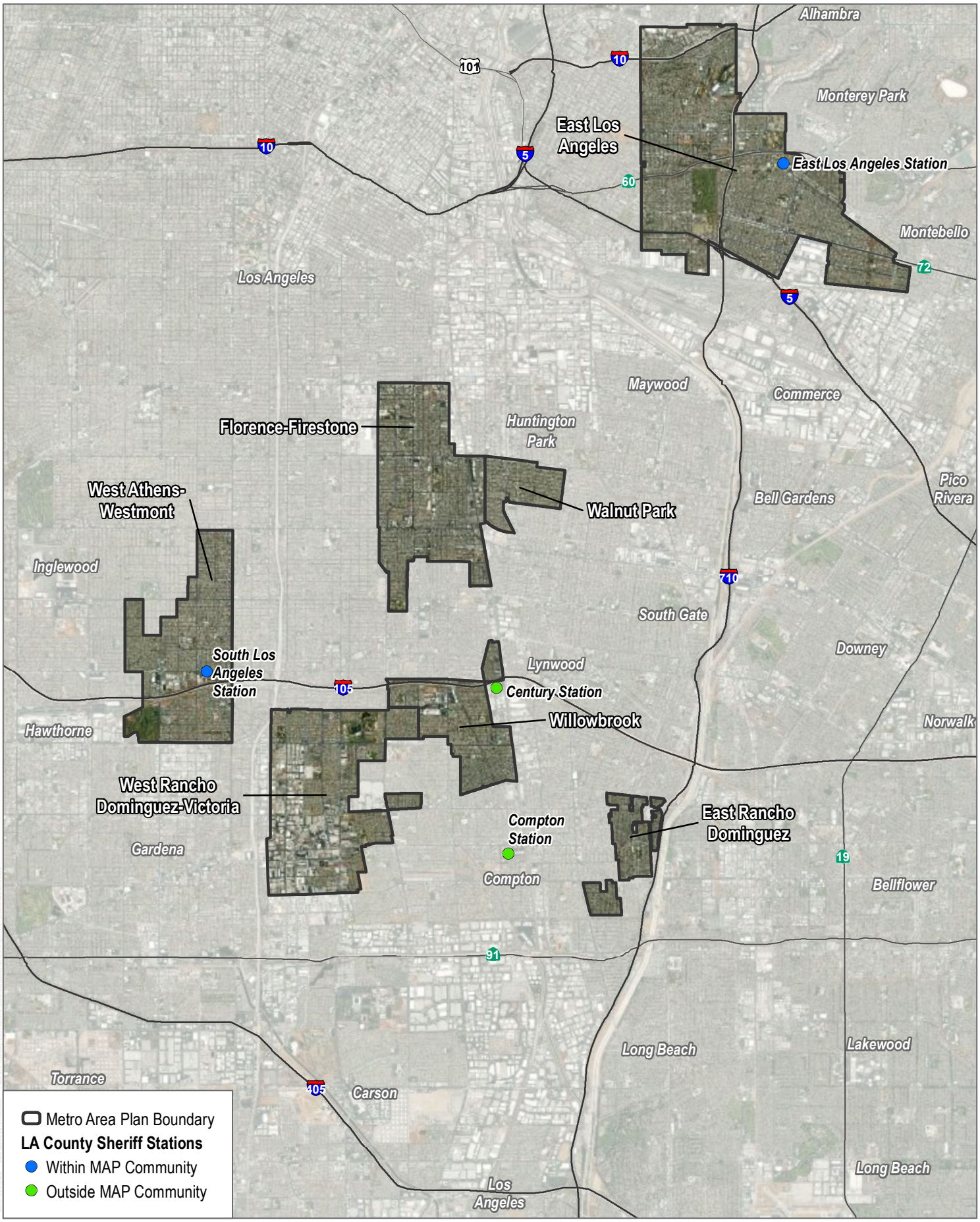

SOURCE: NAIP 2020; LA County 2021

DUDEK

0 4,700 9,400 Feet

FIGURE 4.15-2

County Sheriff Stations

Los Angeles County Metro Area Plan PEIR

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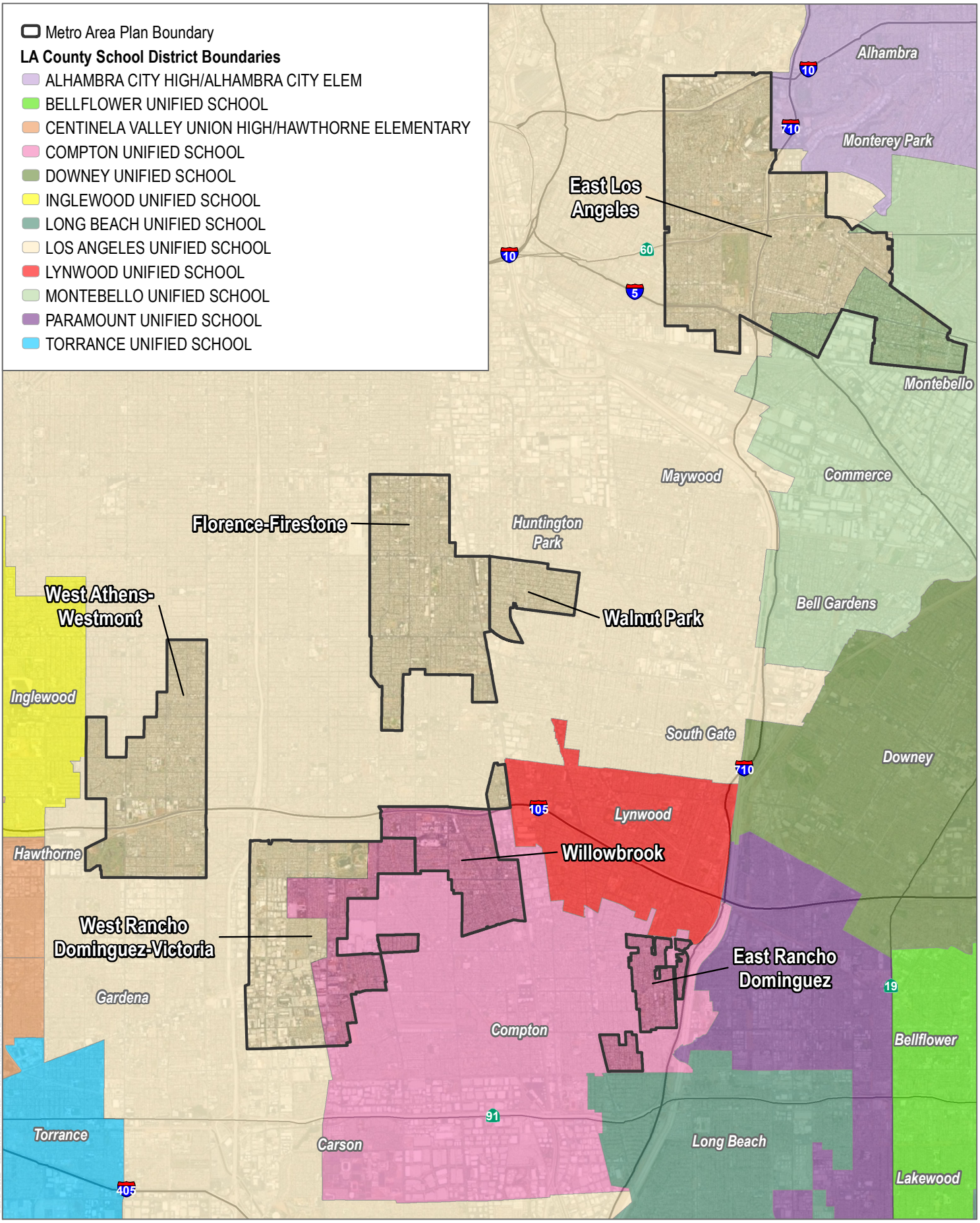

SOURCE: NAIP 2020; LA County 2021

DUDEK

0 4,200 8,400 Feet

FIGURE 4.15-3

School Districts

Los Angeles County Metro Area Plan PEIR

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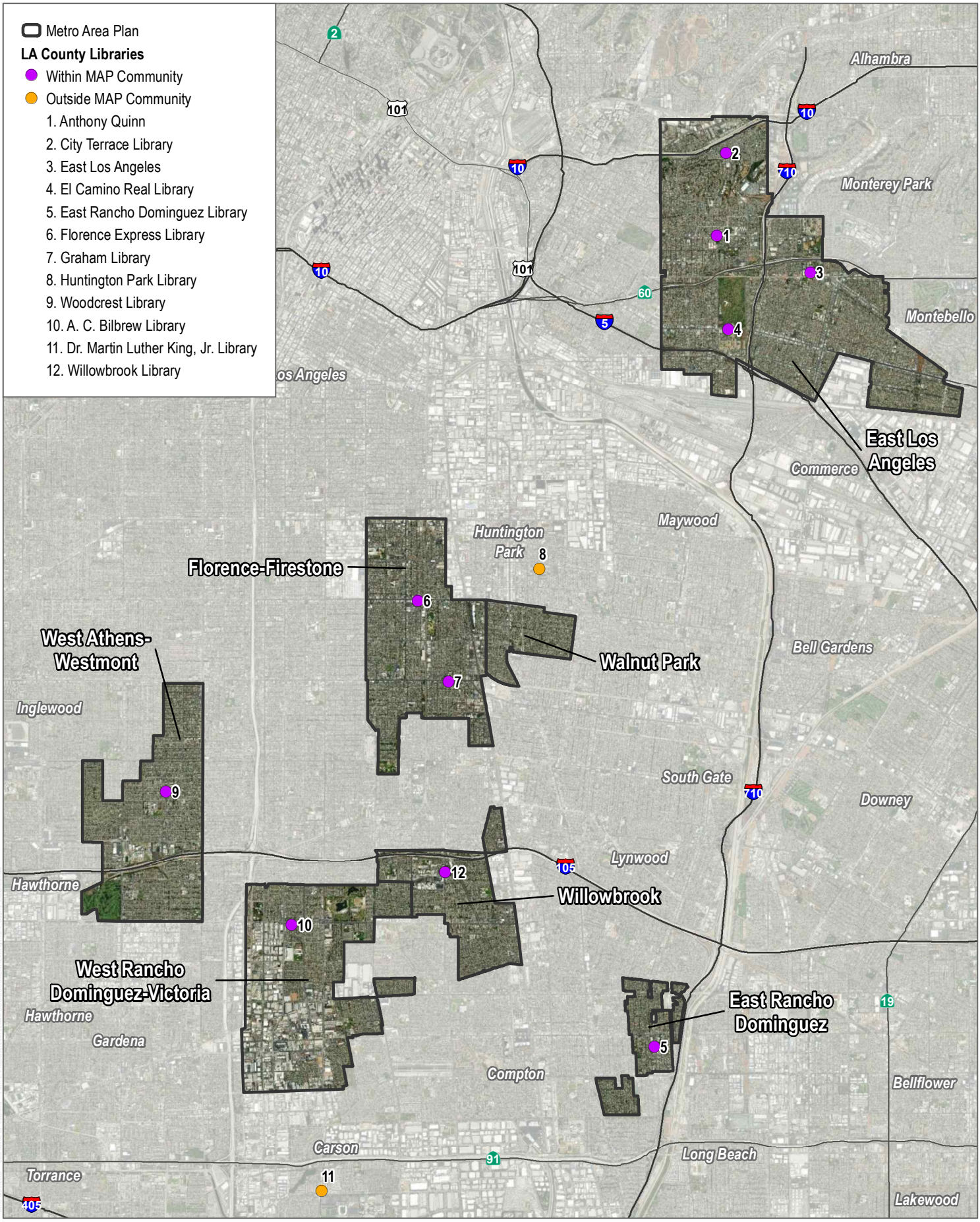

SOURCE: NAIP 2020; LA County 2021

FIGURE 4.15-4

County Libraries

Los Angeles County Metro Area Plan PEIR

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4.16 Recreation

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on recreational facilities, including neighborhood and regional parks, to determine whether substantial physical deterioration of a facility could occur or be accelerated. A description of the existing parks and recreational facilities for the Project and surrounding areas is also provided to present the environmental baseline conditions. The analysis is based, in part, on review of the Los Angeles County (County) 2035 General Plan, the County's community plans and Specific Plans, and the Los Angeles County Department of Parks and Recreation (DPR) Community Parks and Recreation Plans for the Project area. Please refer to the following appendix:

Appendix K Public Services Correspondence

Other sources consulted are listed in Section 4.16.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.16.1 Environmental Setting

4.16.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to recreation with respect to the Project.

State

California Government Code

Section 66477. The Quimby Act (Government Code Section 66477), enacted in 1975, creates a framework that allows cities and counties to provide parks for growing communities. The Quimby Act authorizes jurisdictions to adopt ordinances that require parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act also specifies acceptable uses and expenditures of the funds, such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements.

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

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 consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of recreation are identified below.

Title 21—Subdivisions

The Title 21, Subdivisions, of 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 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, the County may require a subdivider to dedicate land according to the General Plan goals 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% slope, only 10% of the acreage will be counted against the subdivider's obligation, whereas all of the land that is less than 3% 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 DPR 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 amount of parkland required to be dedicated by a subdivider as a part of the subdivision map approval process would be dependent upon the average household sizes within the given PPA. Average household sizes per PPA are

provided in the table "Average Household Size by Park Planning Area (Unincorporated Portion)" within Section 21.24.340 of the County Code. The Project area communities are spread across five different PPAs: PPA 24 (East Los Angeles); PPA 32 (East Rancho Dominguez-Victoria); PPA 23 (Florence-Firestone and Walnut Park); PPA 19 (West Athens-Westmont); and PPA 22 (West Rancho Dominguez- Victoria and Willowbrook) (County of Los Angeles 2022a).

Los Angeles Countywide Parks and Recreation Needs Assessment

Adopted by the Board of Supervisors on July 5, 2016, the Countywide Comprehensive Parks and Recreation Needs Assessment (also known as the Parks Needs Assessment or PNA) 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 (DPR 2016a). The primary goal of the PNA was to quantify the magnitude of need for parks and recreational facilities and determine the potential costs of meeting that need. This goal has been accomplished, as evidenced by the final report, which 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 PNA:

- 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; and
- Informs future decision-making regarding planning and funding for parks and recreation.

On December 6, 2022, the Los Angeles County Board of Supervisors adopted the 2022 Parks Needs Assessment Plus (PNA+) as the County's 30x30 plan to address climate change and advance biodiversity and conservation (DPR 2022b). The 30x30 initiative is a commitment to conserve at least 30% of lands and waters by 2030. The 2022 PNA+ builds on the 2016 PNA report and offers new information not previously included, such as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation and restoration, regional recreation, and rural recreation. The PNA+ documents the need for regional facilities, such as beaches, regional parks, natural areas, open spaces, and trails, as well as local parks in rural areas and offers various recommendations and emphasizes the need for multijurisdictional coordination, collaboration, and partnerships, which are necessary to enhance and expand the network of parks, natural areas, open spaces, and trails. The goals of the PNA+ are as follows (DPR 2022b):

- Ensure that everyone has access to our beaches and lakes, open spaces and natural areas, regional parks, trails, and parks and recreational facilities in rural areas, regardless of race, social class, gender, disability status, or other characteristics.
- Collect data and provide analysis that will inform planning and decision-making to ensure that park resources are distributed more equitably and that all communities will be able to enjoy the full range of benefits offered by parks and recreational facilities.
- Create opportunities for meaningful dialogues and connections among people from diverse backgrounds and cultures.
- Develop an inclusive, accessible, and transparent process for public engagement and decision-making.

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, 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 (also referred to as the "Parks 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 County staff, design professionals, and other agencies on how to design and develop parks that meet County standards and expectations. The manual offers input from DPR 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.

County of Los Angeles Trails Manual

The County of Los Angeles Trails Manual (Trails Manual) provides guidance to County departments that interface with trail planning, design, development and maintenance of hiking, equestrian, and mountain biking trails. The Trails Manual was adopted by the Board of Supervisors on May 17, 2011 and was revised in June 2013 (County of Los Angeles 2013). The Trails Manual provides guidelines for implementation of multi-use trails within the unincorporated communities of Los Angeles County and recognizes the existence of the broader regional trail network in the County and surrounding counties that provides access to recreational resources operated by federal, State, and local agencies. The Trails Manual sets the guidelines for reviewing plans and specifications for trails that are provided in conjunction with land use planning and the entitlement process for projects proposed for development within the County. Proposed developments are reviewed for consistency with the Trails Manual. The goal of the Trails Manual is to establish well-defined trail types, guidelines, and priorities to facilitate the development of high-quality trails that benefit the public.

Los Angeles County 2035 General Plan

The Los Angeles County 2035 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 provides a summary of the most applicable goals and policies that pertain to the Project, and is not a comprehensive list:

Policy P/R 1.2 Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.

Policy P/R 1.6 Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories.

Policy P/R 1.7 Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities.

Policy P/R 2.1 Develop joint-use agreements with other public agencies to expand recreation services.

Policy P/R 2.2 Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.

Policy P/R 2.7 Increase communication and partnerships with local law enforcement, neighborhood watch groups, and public agencies to improve safety in parks.

Policy P/R 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 P/R 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 obligations.

Policy P/R 3.3 Provide additional parks in communities with insufficient local parkland as identified through the gap analysis.

Policy P/R 3.5 Collaborate with other public, non-profit, and private organizations to acquire land for parks.

Policy P/R 3.6 Pursue a variety of opportunities to secure property for parks and recreational facilities, including purchase, grant funding, private donation, easements, surplus public lands for park use, and dedication of private land as part of the development review process.

Policy P/R 5.1 Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.

Policy P/R 5.3 Protect and conserve natural resources on County park properties, including natural areas, sanctuaries, and open space preserves.

Policy P/R 6.3 Prolong the life of existing buildings and facilities on County park properties through preventative maintenance programs and procedures.

Policy P/R 6.5 Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Community Parks and Recreation Plans

DPR completed Community Parks and Recreation Plans (CPRPs) in February 2016 to envision greener futures for the following six unincorporated communities in Los Angeles County: East Los Angeles, East Rancho Dominguez, Lennox, Walnut Park, West Athens–Westmont, and Willowbrook (DPR 2022a). Out of the six unincorporated

communities listed, five are within the Metro Area Plan, including: East Los Angeles, East Rancho Dominguez, Walnut Park, West Athens-Westmont, and Willowbrook (DPR 2016a).

Each of the six plans identifies and addresses the unique park and recreation needs of the communities. Specifically, each plan first examines existing conditions, including the following: local demographics; existing parkland and recreational facilities; parkland gaps; recreation programs currently offered; trees and tree canopies in existing parks; transportation, safety and connectivity issues as they relate to parks; and availability of land for recreation purposes. Based upon the review of existing conditions and findings from the public outreach process, the plan provides a detailed assessment and prioritization of the community's park and recreation needs. The plan then presents a green space vision, design concepts for potential new park projects, and strategies to address the identified needs. Finally, the plan identifies possible partnership and funding opportunities, and details next steps to implement the green space vision and strategies. Implementation of the CPRPs is well under way, with a multitude of projects at varying scales and stages of development. The goals of the CRPRs in the Project area are detailed below.

East Los Angeles Community Parks and Recreation Plan. The East Los Angeles CPRP summarizes the goals for improving parks and recreation and overall greening in East Los Angeles. These include:

1. Increase overall green space.
2. Integrate parks and healthy activities into the everyday lives of East Los Angeles residents.
3. Create new urban trails, walking paths and safe streets that connect residents to parks and open space.
4. Enhance public spaces that support community interaction and cultural identity.
5. Consider creative new green space types: Utility corridor parks, Freeway underpass parks, Freeway cap parks, Parklets.
6. Increase the sense of nature within the parkland system and among of East Los Angeles residents.
7. Maintain and enhance East Los Angeles' urban forest.
8. Focus on multi-benefit urban greening projects that optimize environmental services.

These goals are achievable through new park development, updates to existing facilities, and partnerships with other agencies and community groups. The East Los Angeles CPRP also details several key strategies to implement the goals listed above (DPR 2016b).

East Rancho Dominguez Community Parks and Recreation Plan. The East Rancho Dominguez CPRP summarizes the goals for improving parks, recreation, and greening in East Rancho Dominguez. These include:

1. Increase overall green space and create new recreational opportunities that promote healthy lifestyles.
2. Provide new places for active recreation and safe places to walk and exercise.
3. Partner with community groups to develop small green spaces to fill the need for healthy food and exercise.
4. Ensure that residents feel comfortable in existing and future park spaces.
5. Promote activities and projects that enhance the community hear near Compton Boulevard and Atlantic Avenue.
6. Support community identity by providing space for public art, events, and commercial enterprise.

7. Increase the sense of nature within East Rancho Dominguez Park and future parks and create connections to the Los Angeles River watershed.
8. Maintain and enhance East Rancho Dominguez's urban forest.
9. Focus on multi-benefit urban greening projects that optimize environmental services.
10. Foster public participation in park projects and ensure that the community is included in decision-making processes.

The CPRP states that these goals are achievable through new park development, updates to existing facilities, and partnerships between DPR and other agencies and community groups (DPR 2016c).

Florence-Firestone Community Parks and Recreation Plan. The Florence-Firestone CPRP details the goals, policies, and implementation actions to address the park needs in the community (DPR 2010). The goals of the plan include:

1. Acquisition and development of additional parkland in Florence-Firestone.
2. Enhanced collaboration to leverage resources.
3. Enhanced active and passive recreation opportunities in Florence-Firestone.
4. Improved accessibility and connectivity to a comprehensive urban trail system.
5. A sustainable parks and recreation system in Florence-Firestone.
6. Protection of historical and educational resources on County park properties in Florence-Firestone.

Walnut Park Community Parks and Recreation Plan. The Walnut Park CPRP summarizes the goals for improving parks, recreation, and greening in the community. These include the following goals:

1. Increase overall green space and develop new recreation facilities.
2. Ensure that facilities and programs meet community needs and that the community is included in decision-making processes.
3. Provide new places for exercise and safe places to walk.
4. Create public spaces that support community interaction and cultural identity through public art, community events, and commercial enterprise.
5. Improve access to parks, green space, and community amenities while creating safe corridors for pedestrians and cyclists.
6. Maintain and enhance Walnut Park's urban forest.
7. Focus on multi-benefit urban greening projects that optimize environmental services.

The plan includes several strategies for implementing the above-mentioned goals, which are focused upon new park development, updates to Walnut Nature Park, and partnerships between DPR and other agencies and community groups (DPR 2016d).

West Athens-Westmont Community Parks and Recreation Plan. As detailed in the plan, implementation of the West Athens-Westmont CPRP will require long-term financing and strategic administrative policies for construction, acquisitions, and maintenance. The plan includes recommendations of strategies, implementation actions, funding

resources, and partnership agreements for achieving the "Safe and Green" vision in West Athens-Westmont (DPR 2016e). The goals of the plan include:

1. Increase overall green space and expand recreational opportunities for people of all ages, including youth and seniors.
2. Ensure that all parks and recreation facilities improve community safety and do not create new security issues.
3. Utilize park development as a catalyst for improving public health and safety community wide.
4. Provide new places for exercise and safe places to walk.
5. Foster public participation in park projects and ensure that the community is included in decision-making processes.
6. Maintain and enhance West Athens-Westmont's urban forest.
7. Focus on multi-benefit urban greening projects that optimize environmental services.

Willowbrook Community Parks and Recreation Plan. The goals of the Willowbrook Community Parks and Recreation Plan are focused on improving parks and recreation and overall greening in the community (DPR 2016f). The goals of the Willowbrook CRPR include:

1. Create a regional and local hub at Earvin 'Magic' Johnson Recreation Area.
2. Improve access to existing parkland system by creating safe corridors for pedestrians, cyclists, and equestrians, and developing a greenway network.
3. Provide all residents with safe places to walk for exercise.
4. Ensure that recreational facilities and programs meet community needs and that residents are included in the decision-making process.
5. Expand the recreational opportunities within Willowbrook's park system to incorporate more arts and cultural activities, as well as healthy food and lifestyle amenities.
6. Improve actual and perceived safety of Willowbrook's parkland system.
7. Increase the sense of nature within the parkland system and in the everyday lives of Willowbrook residents.
8. Maintain and enhance Willowbrook's urban forest.
9. Focus on multi-benefit urban greening projects that optimize environmental services.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. Implementation of the Project would revise and create new development and/or design standards, including those in the East Los Angeles 3rd Street Specific Plan, and be incorporated into the Metro Area Plan. The East Los Angeles 3rd Street Specific Plan provides the following recreation-related goal relevant to the Project (County of Los Angeles 2014).

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

Florence-Firestone Community Plan. The Florence-Firestone Community Plan will be reorganized and incorporated into the Metro Area Plan. Overall, the plan seeks to increase the amount and quality of public spaces, ensure that every resident is within easy access of a park space, enhance neighborhood connectivity to parks, and provide greenery throughout the community (County of Los Angeles 2019a). The Florence-Firestone Community Plan provides the following recreation-related goals and policies relevant to the Project (County of Los Angeles 2019a).

Goal EJ-3 Residents have equal access and are in close proximity to urban parks and green space.

Policy EJ-3.1 Neighborhood Parks. Provide more neighborhood parks and pocket parks dispersed equally throughout the community, proximate to residential areas and easily accessible, where people can enjoy the outdoors and exercise.

Policy EJ-3.2 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors and vacant land, into parks, community gardens, and other green space, where feasible and appropriate.

Policy EJ-3.3 Enhance Connectivity to Public Space. 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.

Goal PR-1 Community residents live within a half-mile of an easily accessible recreational space.

Policy PR-1.1 New Park Locations. Develop new parks throughout the community in strategic locations, such as near high pedestrian traffic areas, areas of high visibility, transit nodes, or collocated with public facilities.

Policy PR-1.2 Convert Rights-of-Way to Parks. Pursue opportunities for conversion of utility, transportation, and flood control rights-of-way to public open spaces providing urban trails, play areas, and/or passive and active recreation.

Policy PR-1.3 Range of Park Scales. Provide a range of easily accessible park types and scales, including community parks, neighborhood parks, pocket parks, and park nodes dispersed throughout the community.

Policy PR-1.4 Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

Policy PR-1.5 Development of Public Spaces. Foster partnerships with schools, libraries, non-profits, other public agencies, and private entities for the development of new parks, public spaces, and recreational amenities.

Goal PR-2 Parks and open spaces are designed and maintained to meet the community's needs and support a positive role in the community.

Policy PR-2.6 Park Facilities. Ensure that County parks are clean, safe, inviting, usable, and accessible.

Policy PR-2.7 Existing Park Improvements. Improve existing parks with needed amenities and address deficiencies identified through the community input process.

Policy PR-3.4 Active Recreation. Meet the recreational needs of various age groups through the provision and maintenance of athletic fields, basketball courts, skate parks, splash pads, walking paths, exercise equipment, urban trails, or other desired elements.

Goal PR-4 Parks and open spaces are integrated into a community-side greenway network.

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-4.3 Connecting to Regional Open Space. Develop safe connections to parks and open spaces in adjacent communities, linking to larger open space networks, such as the Los Angeles and Rio Hondo River trails.

Policy PR-4.4 Convert Alleyways. Convert alleyways to multi-use pathways and community green spaces, where feasible and appropriate.

Goal PR-5 Public agencies and private, non-profit, and community-based organizations partner to create a robust local network of parks and connect residents to regional open spaces.

Policy PR-5.1 Joint-Use Agreements. Incentivize joint-use agreements with schools and local organizations to expand access to recreational facilities and to organize joint recreational and educational programs.

Policy PR-5.2 Recreational Space Incentive. Incentivize the provision of public recreational spaces and amenities, such as plazas, walking/jogging paths, squares, and park spaces, within commercial or retail projects.

Policy PR-5.3 Partnerships for Parks Development. Pursue partnerships to acquire and develop public open space and recreational facilities with adjacent jurisdictions, public agencies, and non-profit, community-based, and private organizations.

Policy SH-3.2 Promote Recreational Opportunities. Increase recreational opportunities by using open spaces at parks and schools for leisure, recreation, and wellness through joint-use agreements.

Florence-Firestone Transit Oriented District Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) does not have recreational-related goals or policies relevant to the Project (County of Los Angeles 2023a).

Connect Southwest LA Specific Plan. The Connect Southwest LA Specific Plan is a TOD Specific Plan for West Athens-Westmont. It will be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through implementation of the Project. The following policy is relevant to the Project (County of Los Angeles 2019b):

Policy 7.5 Increase recreational opportunities for the community by creating neighborhood pocket parks and finding other creative uses for underutilized open space.

Willowbrook TOD Specific Plan. The Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code with implementation of the Project. The following policy is recreation-related and relevant to the Project (County of Los Angeles 2018):

Policy 6.5: Explore joint use agreements with schools to better utilize existing and future open space resources.

Policy 6.6: Require new development to provide open space as a community benefit, as appropriate. Consider providing incentives to developers for such provisions.

Policy 6.7 Build pocket parks and community gardens on available County-owned vacant lots.

4.16.1.2 Existing Environmental Conditions

The County operates and maintains parks and recreational facilities in both unincorporated areas and cities in Los Angeles County. The County's park system totals approximately 70,000 acres (DOR 2022b). The system includes local and regional parks, natural areas, special use facilities, and multi-use trails (DPR 2016; 2022b). These facilities serve the local needs of communities in the unincorporated areas and regional needs Countywide.

As shown in Appendix A-2, comments received on the NOP include a letter from the DPR, in which the department notes the lack of parks is a serious issue in the unincorporated communities of Los Angeles County. The following outlines DPR's assessment for each community within the Project area (Appendix A-2):

East Los Angeles

East Los Angeles is divided into two study areas for the 2016 PNA: East Los Angeles–Northwest and East Los Angeles–Southeast. These two areas have 1 and 0.1 acres of parkland per 1,000 residents, respectively, which are below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Also, 45% of East Los Angeles—Northwest residents and 34% of East Los Angeles–Southeast residents live within walking distance (half-mile) of a park; the Countywide average is 49% (DPR 2022c). East Los Angeles contains seven parks, totaling 75.5 acres of parkland. However, 31 acres of the 75.5 acres are at Belvedere Park, which is designed to accommodate use by County residents up to 20 miles away (DPR 2016b). According to the 2016 PNA, the communities of East Los Angeles Northwest and Southeast are within a Park Need Category of "Very High" (DPR 2016a). There are no trails identified inside or outside of parks in the study areas of East Los Angeles—Northwest or East Los Angeles—Southeast (DPR 2016g, 2016h). The majority of amenities and conditions within parks of East Los Angeles—Northwest and East Los Angeles—Southeast are rated "fair" (DPR 2016g, 2016h).

East Rancho Dominguez

East Rancho Dominguez has 0.6 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. East Rancho Dominguez is served by three parks, including East Rancho Dominguez Park, Washington

Avenue Park, and Kelly Park (DPR 2016i).[1] East Rancho Dominguez Park is fairly centrally located, resulting in about 76% of East Rancho Dominguez residents living within walking distance of a park (DPR 2022c). According to the 2016 PNA, the community is within a Park Need Category of "Very High" (DPR 2016a). There are no trails identified inside or outside of parks in the community (DPR 2016i). The majority of amenities and conditions at parks within this community are rated "fair" (DPR 2016i).

Florence-Firestone

Florence-Firestone has 78.7 park acres within its community, and has 1.2 park acres per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 59% of Florence-Firestone residents live within walking distance of a park, compared to the County average of 49% (DPR 2016j). According to the 2016 PNA, the community is within a Park Need Category of "Very High" (DPR 2016a). There are no trails identified inside or outside of parks in the community (DPR 2016j). The majority of amenities and conditions at parks in Florence-Firestone are rated "fair" (DPR 2016j).

Walnut Park

Walnut Park has 0.1 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The community contains one park totaling 1.3 acres of parkland (DPR 2016k). Approximately 40% of Walnut Park residents live within walking distance of a park compared to the Countywide average of 49%. The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School, which offers limited public access due to operational hours during certain non-school hours in the evenings and weekends. According to DPR, the proposed 0.5-acre Walnut Park Pocket Park located at Pacific Boulevard and Grand Avenue is planned be completed in 2023 (DPR 2022c). According to the 2016 PNA, the community is within a Park Need Category of "Very High" (DPR 2016a). There are no trails inside or outside of parks in the Walnut Park community (DPR 2016k). The majority of park amenities and conditions are rated "fair" in the Walnut Park community (DPR 2016k).

West Athens-Westmont

West Athens-Westmont has 0.2 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The community contains one park totaling 7 acres of parkland (DPR 2016l). Also, the PNA reported that 26% of West Athens-Westmont residents live within walking distance of a park compared to the Countywide average of 49% (DPR 2022c). According to the 2016 PNA, the community is within a Park Need Category of "Very High" (DPR 2016a). There are no trails inside or outside of parks in the Walnut Park community (DPR 2016l). The majority of the amenity qualities and conditions of parks at this community are rated "good" (DPR 2016l).

[1] Kelly Park is located adjacent to East Rancho Dominguez in the City of Compton but is identified in the Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment as a park serving East Rancho Dominguez residents (DPR 2016i)

West Rancho Dominguez-Victoria[2]

West Rancho Dominguez, as defined by DPR, has 1.5 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The community contains one park totaling 8.9 acres of parkland (DPR 2016m). Approximately 54% of West Rancho Dominguez residents live within walking distance of a park, which is above the Countywide average of 49% (DPR 2022c). There are 0.3 miles of trails inside parks, and no trails outside of parks in the community of West Rancho Dominguez, as defined by DPR (DPR 2016m). The majority of the amenity qualities and conditions of parks at this community are rated "fair" (DPR 2016m).

Willowbrook[3]

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the Countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents. The community contains nine parks totaling 145.7 acres of parkland (DPR 2016n). Approximately 66% of Willowbrook residents live within walking distance of a park, which is above the Countywide average of 49%. DPR notes that although this community has sufficient parkland and park access, it lacks a variety of park amenities (DPR 2022c). According to the 2016 PNA, the community is within a Park Need Category of "High" (DPR 2016a). There are 2.3 miles of trails identified inside parks and no trails outside of parks within the Willowbrook community (DPR 2016n). The majority of the amenities and conditions in the parks of this community are rated "poor" (DPR 2016n).

Park Locations in the Metro Planning Area

The location of parks relative to the individual communities within the Metro Planning Area can be found in Figure 4.16-1, County Parks. Table 4.16-1 provides locational details of the County parks serving the Project area based on Appendix A of the 2016 Countywide Comprehensive Parks and Recreation Needs Assessment.

Table 4.16-1. Parks Serving the Project Area

Number	Park	Address	Community
1	Atlantic Avenue Park	570 South Atlantic Boulevard, East Los Angeles, CA 90022	East Los Angeles
2	Belvedere Community Regional Park	4914 East Cesar Chavez Avenue, East Los Angeles, CA 90022	East Los Angeles
3	City Terrace Park	1126 North Hazard Avenue, Los Angeles, CA 90063	East Los Angeles
4	Eugene A. Obregon Park	4021 East First Street, Los Angeles, CA 90063	East Los Angeles
5	Parque de los Sueños	1333 South Bonnie Beach Place, Los Angeles, CA 90023	East Los Angeles
6	Ruben F. Salazar Park	3864 Whittier Boulevard, Los Angeles, CA 90023	East Los Angeles

[2] According to DPR, the boundaries of "West Rancho Dominguez" as defined in the 2016 PNA are not exactly the same as the Project area's defined boundaries for West Rancho Dominguez-Victoria. The unincorporated community of "Willowbrook" includes both Project communities of Willowbrook and West Rancho Dominguez-Victoria.

[3] According to DPR, the boundaries of "Willowbrook" as defined in the 2016 PNA are not exactly the same as the Project area's defined boundaries for Willowbrook. The unincorporated community of "Willowbrook" includes both Project communities of Willowbrook and West Rancho Dominguez-Victoria.

Table 4.16-1. Parks Serving the Project Area

Number	Park	Address	Community
7	Saybrook Park	6250 East Northside Drive, East Los Angeles, CA 90022	East Los Angeles
8	East Rancho Dominguez Park	15116 South Atlantic Avenue, Compton, CA 90221	East Rancho Dominguez
9 *	Kelly Park	2319 East Caldwell Street, Compton, CA 90220	East Rancho Dominguez
10	Washington Park	15614 South Washington Avenue, Compton, CA 90221	East Rancho Dominguez
11	Colonel Leon H. Washington Park	8908 S. Maie Avenue, Los Angeles, CA 90002	Florence-Firestone
12	El Parque Nuestro	1675 Gage Avenue, Los Angeles, CA 90001	Florence-Firestone
13	Franklin D. Roosevelt Park	7600 Graham Avenue, Los Angeles, CA 90001	Florence-Firestone
14	Mary M. Bethune Park	1244 E. 61st St. Los Angeles, CA 90001	Florence-Firestone
15	Ted Watkins Memorial Park	1335 E. 103rd Street, Los Angeles, CA 90002	Florence-Firestone
16	Walnut Nature Park	2642 Olive St. Huntington Park, CA 90255	Walnut Park
17	Helen Keller Park	12521 S. Vermont Avenue, Los Angeles, CA 90044	West Athens-Westmont
18	Athens Park	12603 South Broadway, Los Angeles, CA 90061	West Rancho Dominguez-Victoria
19	Earvin “Magic” Johnson Recreation Area	905 East El Segundo Boulevard, Los Angeles, CA 90059	Willowbrook
20	Enterprise Park	13055 Clovis Street, Los Angeles, CA 90059	West Rancho Dominguez-Victoria
21	Roy Campanella Park	14812 Stanford Avenue, Compton, CA 90220	West Rancho Dominguez-Victoria
22	Compton Creek Walking Path Phase I	Between East 118th Street south to East 120th Street	Willowbrook
23	Faith and Hope Park	2247 E. 119th St. Los Angeles, CA 90059	Willowbrook
24*	Fig/Oleander Park	2121 West Alondra Boulevard, Compton, CA 90222	Willowbrook

Source: County of Los Angeles 2022c

Notes: * CA = California; Kelly Park and Fig/Oleander Park are outside of the Project area boundary and within the City of Compton but serve nearby residences. As such, these parks are identified as serving the Project area and are included in this table.

In addition to existing parkland within the Project area, future park developments identified by DPR are anticipated to be implemented within the Metro Planning Area, including the following (County of Los Angeles 2023b):

- 92nd Street Linear Park project: 5.5-acre park in Florence-Firestone anticipated to be completed in 2023.
- Walnut Park Pocket Park project: 0.5-acre park in Walnut Park anticipated to be completed in 2023.

- 95th & Normandie Pocket Park project: 0.16-acre pocket park in West Athens-Westmont anticipated to be completed in 2023.
- Salazar Park Parkwide Modernization project in East Los Angeles: New improvements/amenities anticipated to be completed in 2025.

Moreover, the Los Angeles County Public Works (Public Works) identified other ongoing programs within the Project area, including green streets and green alley projects, which are designed to improve water quality, increase water supply, and green space in unincorporated area communities. Similarly, Public Works identified the Westmont-Vermont Avenue Green Alley Improvement Project, which would divert urban and stormwater runoff into low impact development best management practices such as bioswales and dry wells underneath the street (County of Los Angeles 2023b). These existing implementation programs are currently ongoing at the time of this Recirculated Draft PEIR and are expected to contribute to the overall park services within the Project area.

4.16.2 Environmental Impacts

4.16.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The County's General Plan and information obtained from DPR were used to evaluate potential impacts to recreation facilities located in the Project area. The potential for the Project to impact recreation is dependent on where within the Project area rezoning would occur, and subsequent future development as a result of Project implementation.

According to the 2016 Countywide Comprehensive Parks and Recreation Needs Assessment, there are five metrics in determining park need, listed below.

- Park Land: How many acres of park are there per 1,000 people in the Study Area?
- Park Access: What percentage of the population lives within a half mile of a park?
- Park Pressure: How much park land is available to residents in the area around each park?
- Park Amenities: What amenities are available in each park in the Study Area?
- Park Condition: Is the park in good, fair, or poor condition?

This analysis uses the metrics of park pressure, park amenities, and park condition to assess impacts from implementation of the Project on a programmatic level. An analysis of park land and park access is provided in Section 4.15, Public Services, of Chapter 4.

Per City of Hayward v. Board of Trustees,[4] the need for or deficiency in park facilities to serve the residents or users of the Project area are not in and of itself a CEQA impact, but a social or economic impact. To the extent that the Project causes a need for additional recreational services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment that is an environmental impact under CEQA that needs to be assessed in this Recirculated Draft PEIR.

Additionally, the deterioration of existing recreational facilities and parks caused by the Project is an environmental impact under CEQA that needs to be assessed in this Recirculated Draft PEIR. Any discussion in this Recirculated Draft PEIR of social or economic impacts that relates solely to the level of recreational services provided to the residents or users of the Project area and its surrounding community, including any existing or future needs and deficiencies, is not determinant on its own of environmental impacts under CEQA, unless those social or economic impacts result in physical impacts. This analysis estimates the number of residents that would be generated by implementation of the Project and assesses whether existing and planned public parks would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; whether the Project would result in substantial physical deterioration of park/recreational facilities; and whether the Project would interfere with regional trail connectivity.

4.16.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to parks and recreation are listed below. A project may have a significant impact if it would:

Threshold 4.16-1: 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 park services?

Threshold 4.16-2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Threshold 4.16-3: Include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment.

Threshold 4.16-4: Interfere with regional trail connectivity.

4.16.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3 of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

[4] *City of Hayward v. Board of Trustees* (2015), 242 Cal. App. 4th 833, 843

1. Residential and Mixed Use - The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area, which would result in approximately 108,390 additional Project area residents.[5] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 residential corner lots in the Project area may develop ACUs, which would generate approximately 176 new jobs. An aerial review indicates that nearly all corner lots in residential-only zones are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new base zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of recreation listed in Section 4.16.1.1 above.

[5] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

Area Wide Goals and Policies

Policy LU 8.3 Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

Policy LU 8.4 Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

Goal LU 9 Reduce the harms caused by freeway infrastructure through introduction of freeway cap parks and community amenities along existing freeway corridors.

Policy LU 9.1 Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.

Policy HW/EJ 1.1 Sensitive Land Uses. Encourage development of new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks or other measures to minimize negative environmental and health impacts.

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Policy HW/EJ 2.2 Enhance Connectivity to Public Spaces. Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, and schools.

Policy HW/EJ 3.1 Repurpose Underutilized Space for Food. Support farmers' markets and community gardens at community parks, schools, vacant lots, and within overhead utility easements.

Goal HW/EJ 5 Community members are active and healthy.

Policy M 2.3 Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

Policy M 2.4 Bicycle Amenities. Increase opportunities for convenient and safe bicycle use 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.

Policy S/CR 3.5 Freeway caps. Explore implementation of freeway caps to mitigate the urban heat island effect.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of recreation.

4.16.2.4 Impact Analysis

Threshold 4.16-1 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 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 park services?

As outlined above in Section 4.16.1.2 above, park services for the Project area are provided by DPR. Table 4.16-1 lists the County parks serving the Project area. The location of existing parks in relation to each Project community can be found in Figure 4.16-1, County Parks. No direct development is proposed as part of the Project. However, land use changes and programs proposed by the Project would facilitate future development, which would increase the Project area's service population and result in potentially significant impacts to park services. Project components as described in Section 4.16.2.3, Land Use Changes, Programs and Policies, are illustrated in Figures 3-1a, 3-1b and 3-1d through 3-1g, Figures 3-2a though 3-2e, and Figures 3-3a through 3-3d in Chapter 3 of this Recirculated Draft PEIR.

The Project would implement land use and zoning changes to accommodate development of approximately 30,968 additional dwelling units, the potential of which could generate 108,390 new residents across the Project area. For each community, the Project could result in 19,905 new residents in East Los Angeles, 8,666 new residents in East Rancho Dominguez, 33,331 new residents in Florence-Firestone, 19,541 new residents in Walnut Park, 8,785 new residents in West Athens-Westmont, 18,081 new residents in West Rancho Dominguez-Victoria, and 81 new residents in Willowbrook. Additionally, as shown in Appendix A-2, a letter from DPR notes the lack of parks is a significant issue in the unincorporated communities of Los Angeles County under existing conditions. The 2016 PNA and 2022 PNA+ use five metrics to determine park need: park land, park access, park pressure, park amenities, and park condition. For the purposes of this impact analysis, an assessment on parkland per resident (i.e., park land metric) is applicable in assessing impacts at the Project's programmatic level, as discussed in further detail, below.

The 2022 PNA+ states the Countywide average of park acreage per 1,000 residents is 3.3 and the General Plan has a goal of 4 acres of local parkland per 1,000 residents. Within the Project area, each community's existing conditions, further described in Section 4.16.1.2, are currently below both the Countywide average and General Plan goal for parkland per resident with the exception of Willowbrook. However, the County notes in Appendix A-2 that Willowbrook, despite the 3.6 acres of parkland per 1,000 residents, lacks a variety of park amenities and is still below the General Plan's goal. In addition, as discussed in the 2022 PNA+, the Metro Planning Area is well below the County's average in terms of regional recreation park land and access (0.49 acres per 1,000 residents compared to the County's average of 2.61 acres per 1,000 residents), nature-based recreation area land and access (0.08 acres per 1,000 residents compared to the County's average of 70.81 acres per 1,000 residents), and regional trail miles and access

(0.03 miles per 1,000 residents, compared to the County's average of 0.33 miles per 1,000 residents). As such, the Project would increase demand on parks to maintain acceptable service ratios.

- For informational purposes, DPR identified ongoing future park developments that are anticipated to be implemented within the Metro Planning Area, including 5.5 acres in Florence-Firestone for the 92nd Street Linear Park project, 0.5 acre in Walnut Park for the Walnut Park Pocket Park project, 0.16 acre in West Athens-Westmont for the 95th & Normandie Pocket Park project, and new improvements/amenities in East Los Angeles for the Salazar Park Parkwide Modernization project (County of Los Angeles 2023b). Moreover, the Public Works identified other ongoing programs within the Project area, including green streets and green alley projects, including the Westmont-Vermont Avenue Green Alley Improvement Project (County of Los Angeles 2023b).

In addition to existing implementation programs, the Project proposes various goals and policies, such as Goal LU 9, HW/EJ 5, and S/CR 2 and Policies HW/EJ 2.1, HW/EJ 2.2, and S/CR 3.5 that would address future development related to park services by promoting the establishment of future parks and improving safety and well-being in and around park and recreational facilities. In addition, one of the Project's objectives is to enhance the public health, safety, and the well-being of community members through improvements related to pollution exposure and air quality, public facilities, food access, safe and sanitary homes, physical activity, community engagement, and improvements and programs that address the needs of disadvantaged communities.

The Project area includes six freeways that cut through existing communities. As such, in support of proposed goals and policies encouraging parks and other green spaces, the Project also include Program 1, Freeway Cap Parks, to encourage and study the feasibility of development of freeway cap parks. Freeway cap parks are typically parks built on large "decks" in the air space directly above below-grade freeway sections that can help reintegrate communities, conceal traffic, reduce air pollution, and provide green space (Houston and Zuñiga 2019). Program 1, Freeway Cap Parks envisions the construction of park space in appropriate locations to support a physical, active community and begin to address long-term, negative impacts of freeway construction and operations. Cap parks would be programmed to provide open space, reestablish severed connections, and offer community serving amenities, while simultaneously screening the freeway from the community.

The extent to which the County can implement parks, trails, and other recreational facilities is related to the availability of funding for land acquisition, construction, operations, and maintenance, and programming. However, in accordance with the Quimby Act (Government Code Section 66477), the County can require parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act specifies acceptable uses and expenditures of such funds, such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements. This 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. However, the Project could facilitate the future development of non-subdivision housing projects requiring non-discretionary approvals. As such, the provisions of the Quimby Act would not apply.

The Project area is located in a built-out urbanized area within Los Angeles County. Thus, the future development of parkland is too speculative at the time of drafting this Recirculated Draft PEIR. Moreover, each community's existing conditions are currently below both the Countywide average and General Plan goal for parkland per 1,000 residents. Although implementation of the Project may result in future private open space on site of future developments, and future park and/or recreational facilities may be created, it is unknown whether future facilities would be adequate to serve the demands generated by new and existing residents. The Project would result in an increased population across the Project area which would further exacerbate existing conditions and limit DPR's ability to maintain acceptable service ratios.

Even with the support of Metro Area Plan goals, policies, and implementation programs, without the payment of park mitigation fees or the dedication of land for future parks, the Project would result in a significant impact to park services. At this time, there are no feasible mitigation measures to reduce impacts to less than significant. Although the Metro Area Plan encourages the inclusion of more neighborhood and pocket parks and the study of future parkland development over existing freeways, the Metro Area Plan does not have the mechanism to ensure that new parks are funded and constructed within the 2035 buildout year for the Project. Therefore, the Project would have a significant and unavoidable impact to park services, and there are no feasible mitigation measures to reduce this anticipated impact.

Threshold 4.16-2 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?

As shown in Appendix A-2, a letter from DPR notes the lack of parks is a serious issue in the Project area under existing conditions. (For a more detailed discussion of local and regional park services ratios and performance objectives outlined in the 2016 PNA and 2022 PNA+, please refer to Section 4.16.1.2, Existing Environmental Conditions, above.) As discussed above under Threshold 4.16-1, the population growth anticipated with implementation of the Project would increase the use of existing and planned parks and recreational facilities in and near the Metro Planning Area, particularly in the unincorporated communities with the highest-anticipated increases in population from implementation of the Project (i.e., East Los Angeles, Florence-Firestone, Walnut Park, and West Rancho Dominguez-Victoria). As discussed in Section 4.16.1.2, other than the community of Willowbrook[6], the rest of the unincorporated communities in the Metro Area Plan fall below the Countywide average of 3.3 acres of parkland per 1,000 residents, and none of the unincorporated communities meet the General Plan goal of 4 acres of local parkland per 1,000 residents. With implementation of the Project, the ratio of parkland per 1,000 residents would lower to approximately 0.8 acres, and the deficit would increase to over 1,300 acres of new parkland required to meet the County's goal. Therefore, although recreational needs can be met in different ways in highly urban settings (such as use of private recreational facilities, and use of public rights-of-way for walking and other forms of exercise), the addition of up to 108,390 new residents with implementation of the Project would be expected to substantially increase the use of existing neighborhood and regional parks and associated recreational facilities.

The Project area is highly urbanized, built-out, and would not likely have available land to develop the parkland space necessary to meet the General Plan parkland service ratio goal, even without implementation of the Project. As detailed above in Section 4.16.1.2, Existing Environmental Conditions, the amenities and conditions of parks in the Metro Area Plan unincorporated communities range from "poor" to "good", with most communities rated as having "fair" park amenities and conditions. Additionally, most of the communities in the Metro Area Plan, including East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont are categorized as having a "Very High" need for parks in the community (DPR 2016a). Implementation of the Project would further exacerbate the lack of park amenities and park conditions that currently exist, as more residents would be introduced to the communities and would likely use these existing recreational facilities. Therefore, the Project would increase the use of existing neighborhood and regional parks and recreational facilities such that substantial physical deterioration of recreation facilities could be accelerated.

The Quimby Act, discussed in Section 4.16.1.1, Regulatory Setting, is a mechanism that can help to secure parkland and/or funding for improving existing and proposed new parks in the County. The County's Quimby parkland requirement fees that would be levied under the Quimby Act are only applicable to residential subdivisions. As

[6] Willowbrook exceeds the Countywide average of 3.3 acres of parkland by 0.3 acres (for a total of 3.6 acres of parkland per 1,000 residents)

previously discussed, the targeted rezoning program would accommodate development of approximately 30,968 additional dwelling units, which would facilitate the population growth within the Metro Planning Area. It is anticipated that the majority of this future residential development would occur on existing lots/parcels, which would not trigger a subdivision, and subsequently, would not provide an opportunity for the County to obtain Quimby fees. In summary, the Project would not directly implement residential subdivisions and would therefore not be required to provide park space or pay a fee in-lieu to lessen impacts to parks and recreation in the Metro Planning Area.

As detailed in the County's Housing Element, as the County plans for more housing in urban areas with existing park deficits, the County will support equitable access to parks for new and current residents and reduce racial disparities for communities of color, particularly in Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) communities (County of Los Angeles 2021). Within the Project area, the communities of Florence-Firestone, West Athens-Westmont, and Willowbrook are categorized as R/ECAP communities (County of Los Angeles 2021). Through Housing Element Program 23, Park Access for New Residential Development, proposed a feasibility study to establish a new park impact fee for residential projects that are not subject to the County's Quimby parkland requirements in Title 21 (Subdivisions). The feasibility study will take into consideration existing park deficits and explore options to generate additional funding for parks in those areas determined to have a "Very High" or "High" level of park need per the 2016 PNA, with a particular emphasis on R/ECAP communities (County of Los Angeles 2021). If a new park impact fee for multifamily residential rental projects is found to be feasible, it is anticipated that the fees collected would contribute to enhanced or new park space to support these projects. Therefore, if this new park impact fee is found to be feasible, it is possible that this feasibility study could eventually lead to the creation or improvement of parks in the Project area, since three of the communities in the Metro Area Plan are categorized as R/ECAP communities, and most of the communities within the Metro Area Plan are determined to have a "High" or "Very High" level of park need per the 2016 PNA. However, because this feasibility study is not yet complete and a fee program has not been approved, the future collection of the fees is speculative and would not mitigate impacts to the physical deterioration of recreational facilities to a level of less than significant.

The Metro Area Plan includes goals and policies to support the provision of new or improved recreational facilities, such as Goals LU 9 and HW/EJ 5 and Policies LU 8.3, LU 9.1, HW/EJ 1.1, HW/EJ 2.1, HW/EJ 2.2, HW/EJ 3.1, M 2.3, and M 2.4. The goals and policies are included above in Section 4.16.2.3, Land Use Changes, Programs, and Policies. The General Plan also includes several policies in support of parks and other recreational amenities, including General Plan Policies P/R 2.5, P/R 4.3, and P/R 4.1, discussed above in Section 4.15.1.1. Implementation of these policies through future development would also reduce the demand and potential for physical deterioration on local parks by providing other options for park and recreational uses throughout the Project area.

However, even with the support of General Plan and Metro Area Plan policies and the potential benefits from the County's feasibility study mentioned above, it is anticipated that Project implementation would increase the use of existing neighborhood and regional parks and recreational facilities such that substantial physical deterioration of recreation facilities could be accelerated, and this potential impact would be significant. The Metro Planning Area is highly urbanized with a deficit of parkland and implementation of the Project would contribute to the demands for park and recreation facilities. At this time, there are no feasible mitigation mitigations to reduce impacts to less than significant. Although the Metro Area Plan encourages the inclusion of more neighborhood and pocket parks and the study of future parkland development over existing freeways, the Metro Area Plan does not have the mechanism to ensure that new recreational facilities are funded and constructed within the 2035 buildout year. Additionally, as stated above, the Project area is highly built-out and urbanized, and there is a lack of available space to develop new parks to serve the anticipated population growth in the Metro Area Plan. Although the

collection of required Quimby fees and DPR's planned park development would mitigate some of the overburden on the recreation system, it is not expected to be enough to meet the established goal of 4 acres of local parkland per 1,000 residents, with the existing deficiencies. Therefore, the Project would have a significant and unavoidable impact regarding the occurrence or acceleration of substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities, and there are no feasible mitigation measures to reduce this anticipated impact.

Threshold 4.16-3 Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?

The Project does not propose construction of new neighborhood or regional parks or other recreation facilities, nor does it include land use changes that would facilitate the future development of parkland. As discussed under Thresholds 4.16-1 and 4.16.2, above, future development would increase the population of the Metro Planning Area by an estimated 108,390 additional residents by 2035, thereby increasing the use and demand for parks and recreational facilities due to future projects. (The park ratios for the Metro Area Plan communities are detailed in Section 4.16.1.2, Existing Environmental Conditions.) Other than the Willowbrook community, which has a ratio of 3.6 acres of parkland per 1,000 residents (DPR 2022c), the rest of the unincorporated communities have a park ratio that is much lower than the Countywide average (3.3 acres of parkland per 1,000 residents) and General Plan goal (4 acres of local parkland per 1,000 residents). The Project's anticipated population increase would further reduce the communities' park ratios within the Metro Planning Area and per community (with the exception of Willowbrook, which would only potentially add 81 new residents and is currently above the Countywide parkland ratio). Several constraints would limit the number and size of new recreational facilities in the Metro Area Plan, including the following: scarcity of vacant or underused land, high land acquisition cost, lack of funding for parks, need for cleanup of contaminated or disturbed sites, and competition with other identified community priorities and private developments.

The Metro Area Plan includes goals and policies to support the provision of new or improved recreational facilities, such as Goals LU 9 and HW/EJ 5 and Policies LU 8.3, LU 9.1, HW/EJ 1.1, HW/EJ 2.1, HW/EJ 2.2, HW/EJ 3.1, M 2.3, and M 2.4. Policy HW/EJ 3.1, Neighborhood Parks, for example, includes a provision for more neighborhood parks and pocket parks dispersed equally throughout the community, proximate to residential areas and easily accessible. The proposed goals and policies are included above in Section 4.16.2.3.

The expansion of existing recreational facilities or construction of new recreational facilities may result in construction impacts related to site demolition, grading, building development, and landscaping. However, it is speculative to determine what impacts may arise because the location and extent of any future projects are unknown, and no future parks are specifically proposed as part of the Metro Area Plan. As future recreation projects are planned, their design will be refined in accordance with the Metro Area Plan and County General Plan programs and policies noted above, which include providing opportunities for public participation in designing and planning future freeway cap parks (Program 1) and expanding existing regional parks (General Plan Policy P/R 3.4).

Through ongoing implementation, the Metro Area Plan, in conjunction with the 2016 PNA and 2022 PNA+, would help to guide the development of future parks and recreational facilities. Moreover, by directing the County to identify strategic locations of vacant and/or underutilized properties where new parks could be built and focusing on areas in that are park poor, these implementation actions would serve to reduce the potential for new or expanded facilities to result in adverse physical impacts. Depending upon the location and function of the future

parks and recreational facilities, or the extent of expansions or upgrades to existing facilities, there is potential for construction or expansion to create adverse physical effects on the environment.

The extent of the potential impacts of future facility construction would be project-specific and site-dependent. Therefore, an analysis of project level trail or park expansion impacts at this time would be speculative. The County General Plan and Metro Area Plan include policies and/or programs that require collaboration with other agencies and organizations, including collaboration specifically for trails (Genera Plan Policy PR-4.5) and freeway cap parks (Program 1 of the Metro Area Plan). The County's commitment to collaboration and community engagement would ensure off-site impacts from future trail expansion, freeway cap projects, and other "green" spaces would be considered on a project-by-project basis to address the unique concerns of each potentially impacted community, and the future potential construction or expansion of recreational facilities in the Project area would be subject to a project-specific environmental analysis under CEQA.

In summary, based on the General Plan's parkland acreage goal of 4 acres per 1,000 residents, the Metro Planning Area is anticipated to require the construction of new or expanded recreational facilities, if determined to be feasible in the future. The Project does not include neighborhood or regional parks or other recreational facilities, and any potential physical impacts on the environment from all future parks, recreation, and trail projects would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA. Existing federal, state, and local regulations would require project-level mitigation for potentially significant impacts to the environment that may result from the expansion of parks and other recreational facilities. Therefore, implementation of the Metro Area Plan, as a programmatic document directing future growth and development in the Planning Area, would not result in the construction or expansion of recreational facilities which might have an adverse effect on the environment, and impacts would be less than significant. No mitigation is required.

Threshold 4.16-4 Would the project interfere with regional trail connectivity?

The Project would not directly or indirectly interfere with regional trail connectivity, as the Project would allow for new commercial (i.e., ACUs) and new residential uses. In addition, the Project's proposed Industrial Program would facilitate the development of cleaner industrial uses that are intended to replace heavier industrial uses. Areas of future development facilitated by the Project are not proposed to occur on open-space land that could be dedicated to regional trails. Regional trails, as defined by the County's Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013). Due to the generally urban location of the communities within the Project area, the Project area is not intersected by County regional trails, although there are existing regional trails adjacent to some communities within the Metro Area Plan (DPR 2018). As detailed above in Section 4.16.1.2, Existing Environmental Conditions, there are trails or walking paths inside parks within two of seven of the unincorporated communities of the Metro Area Plan, at West Rancho Dominguez-Victoria (with 0.3 miles of trails inside parks) and Willowbrook (with 2.3 miles of trails inside parks). None of the communities include trails outside of parks in the community (DPR 2016g, 2016h, 2016i, 2016j, 2016k, 2016l, 2016m, 2016n). Additionally, the Metro Area Plan includes Policy M 2.3, which supports the development of urban trails in the Project area, by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land, and access roads. The Metro Area Plan would not interfere with the adjacent regional trails or preclude future development of regional trails in open space areas. There would be no impact to Project interference with regional trail connectivity.

4.16.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative recreational impacts includes entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.16-1. DPR serves the Project area and surrounding cities within the County with parks and recreational land uses. As discussed above in Section 4.16.1.2, Existing Environmental Conditions, according to the DPR's 2022 PNA+, the countywide average of park acreage per 1,000 residents is 3.3, which is below the countywide goal of 4 acres of local parkland per 1,000 residents identified in the General Plan. The Project-related residential development would incrementally increase the demand for parks and could result in the need to construct additional or expand existing parks, which could result in a potentially significant physical impact on the environment. Related projects which require discretionary action and involve subdivision-related actions would be required to demonstrate compliance with CEQA prior to project approval and would be required to pay applicable park impact fees under the Quimby Act (Government Code Section 66477). However, non-subdivision residential projects would not be subject to fees. Without the payment of park mitigation fees or the dedication of land for future parks, the Project in combination with cumulative growth related to regional plans would result a cumulatively considerable and significant impacts to park services.

Threshold 4.16-2. As discussed in Section 4.14, Population and Housing, of this Recirculated Draft PEIR, buildout of the Project by 2035 would exceed the growth projections for the Metro Planning Area in the County's General Plan. The cumulative impact of population growth in the County, including the Project area and adjacent areas, would further increase the use of existing neighborhood and regional parks and recreational facilities, such that substantial physical deterioration of the facilities would occur, and this would be a potentially significant cumulative impact. As discussed in response to Threshold 4.16-1, implementation of the Metro Area Plan would result in a significant and unavoidable impact related to the deterioration of existing parks serving the Project area. In the absence of new parks to alleviate the existing demands for park facilities currently in the Project area and County, the impact of the Project in addition to the additional growth would constitute a significant cumulative impact related to park deterioration. Therefore, the Metro Area Plan would have a significant incremental contribution to impacts related to the increased use of existing parks and associated facilities, such that substantial physical deterioration of the facility would occur or be accelerated, and impacts would be cumulatively considerable.

Threshold 4.16-3. The Metro Area Plan does not directly include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment, and although development of the Project would indirectly result in the construction or expansion of recreational facilities to accommodate increase population, the construction or expansion of recreational facilities would be subject to project-specific CEQA review. Therefore, the Project would not substantially contribute to a potentially significant impact association with the construction or expansion of neighborhood or regional parks, and impacts would be less than significant.

Threshold 4.16-4. The Project would result in no impacts related to interference with regional trail connectivity. Therefore, the Project would not incrementally contribute to a cumulative impact for regional trail connectivity. There would be no cumulatively considerable impact.

4.16.2.6 Mitigation Measures

No feasible mitigation measures pertaining to the indirect physical deterioration of existing neighborhood and regional parks are available to mitigate impacts for the Metro Area Plan. Indirect impacts due to increased use of existing parks such that substantial physical deterioration would occur or be accelerated would be significant and unavoidable.

4.16.2.7 Level of Significance After Mitigation

Threshold 4.16-1. The Project has the potential to create future capacity or service level problems, and 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. No feasible mitigation measures are available to mitigate impacts. Therefore, impacts to park services would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.16-2. Potential indirect impacts related to the increase of existing neighborhood or regional parks such that substantial physical deterioration of the facility would occur or be accelerated would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.16-3. The construction or expansion of parks which might have an adverse physical effect on the environment would be **less than significant**.

Threshold 4.16-4. There would be **no impact** related to interference with regional trail connectivity.

4.16.3 References

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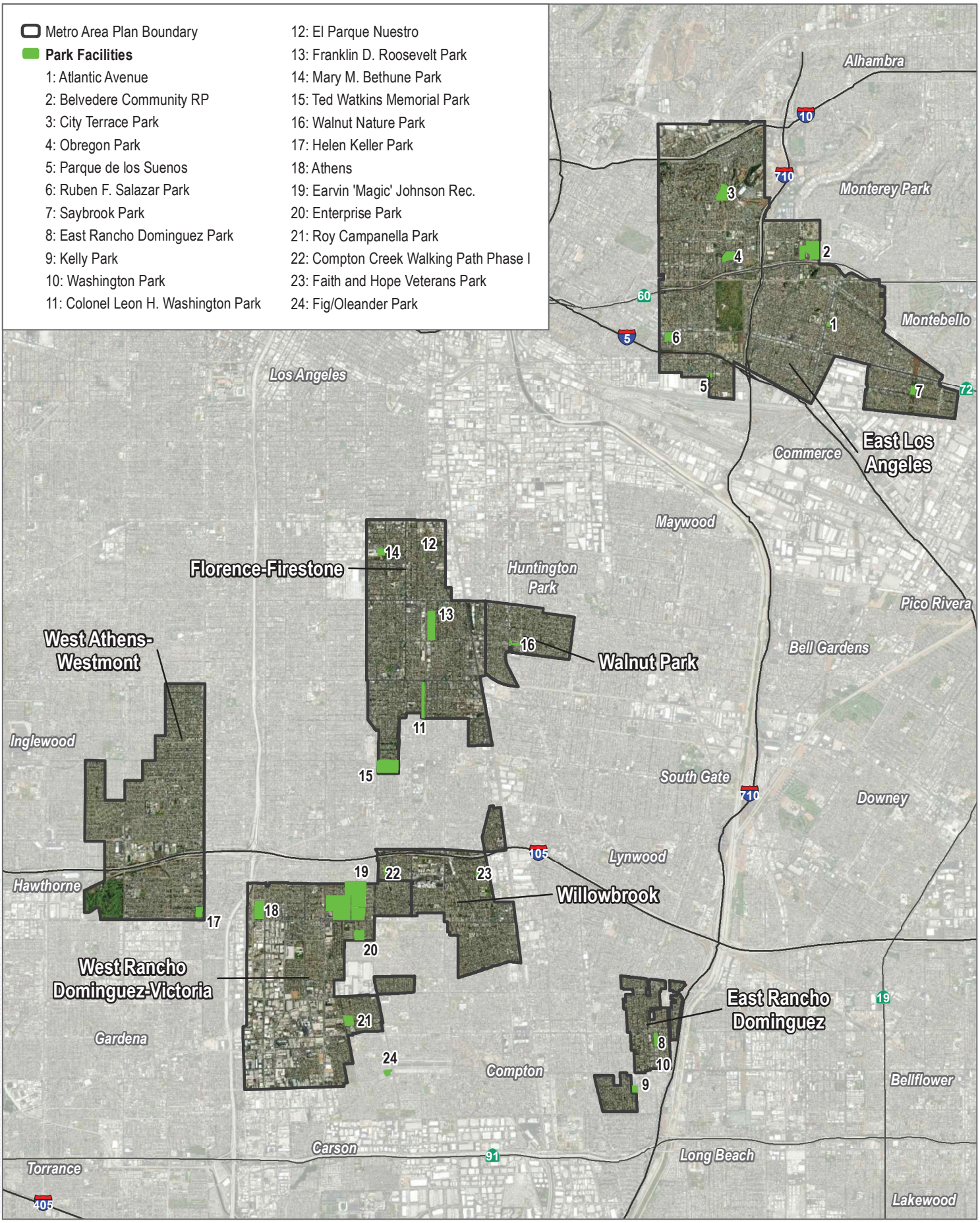

SOURCE: NAIP 2020; LA County 2021; Appendix A of the 2016 Countywide Comprehensive Parks and Recreation Needs Assessment

FIGURE 4.16-1

Park Facilities

Los Angeles County Metro Area Plan PEIR

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4.17 Transportation

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on transportation, including whether the Project would conflict with an applicable plan, ordinance or policy addressing transportation, be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), increase hazards due to a design feature or incompatible use, or result in inadequate emergency access. Pursuant to Senate Bill (SB) 743, the County adopted Transportation Impact Guidelines (Public Works 2020) to include vehicle miles traveled (VMT) as the new metric to evaluate the significance of transportation impacts. These guidelines and thresholds apply to land use and transportation projects in the County that are subject to CEQA analysis. Therefore, this section uses VMT as the basis for evaluating transportation impacts of the Project under CEQA.

A discussion of the existing transportation facilities in the Project area and in surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based on information provided in the following documents:

Appendix H-1 VMT Modeling Assumptions and Results for the Metro Area Plan (MAP) Program EIR, LA County, May 2022, prepared by Translutions Inc.

Appendix H-2 VMT Consistency Analysis for Metro Area Plan Memorandum, September 2022, prepared by Translutions Inc.

Appendix H-3 Los Angeles Metro Area Plan Mobility Existing Conditions and Literature Review, April 2022, prepared by STV

Other sources, including the Los Angeles County 2035 General Plan (General Plan) and the Final PEIR for the Los Angeles County Housing Element Update (Housing Element PEIR) are listed in Section 4.17.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.17.1 Environmental Setting

4.17.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to land use and planning with respect to the proposed Project.

State

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline review under the CEQA process for several categories of development projects

including the development of infill projects in transit priority areas and to 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. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Public Resources Code Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turn induces more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative modes of transportation such as biking, walking, and transit. SB 743 directed the Office of Planning and Research (OPR) to develop an alternative metric(s) for analyzing transportation impacts in CEQA documents. The alternative shall promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution by promoting the development of multimodal transportation system and providing clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis will shift from vehicle delay (and LOS) to VMT within transit-priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released updates to the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance … recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using VMT methodology. This new methodology was required to be used for projects starting on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

(1) **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[1] or a stop along an existing high-quality transit corridor[2] 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.

(2) **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,

[1] OPR's Technical Advisory 2018: Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.")

[2] OPR's Technical Advisory 2018: Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.")

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.

(3) **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.

(4) **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.

Since the proposed Project is a land use development, the CEQA Guidelines Section 15064.3, subdivision (b) 1 applies to the Project. The County has adopted screening criteria and impact criteria meant to serve as guidance for projects to determine whether a Transportation Impact Analysis should be performed, and whether a project generates a significant transportation impact. Therefore, the County's adopted Transportation Impact Guidelines (Public Works 2020) have been used in this section to determine Project area's VMT impact.

Sustainable Communities Strategies: Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board sets regional targets for greenhouse gas emissions reductions from passenger vehicle use. In 2010, the California Air Resources Board established these targets for 2020 and 2035 for each region covered by one of the state's Metropolitan Planning Organizations (MPO). The California Air Resources Board will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its greenhouse gas emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. California Air Resources Board must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional greenhouse gas targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy to meet the targets. The alternative planning strategy is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the alternative planning strategy. Developers can get relief from certain CEQA requirements if their new residential and mixed-use projects are consistent with a region's SCS (or alternative planning strategy) that meets the targets (see Cal. Public Resources Code Sections 21155, 21155.1, 21155.2, 21159.28.).

Statewide Transportation Improvement Program

The California 2010 Statewide Transportation Improvement Program (STIP), approved by the U.S. Department of Transportation in October 2009, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and CFR Title 23. The STIP is prepared by the Caltrans in cooperation with the Metropolitan Planning Organizations and the regional transportation planning agencies. The STIP contains all capital and noncapital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and CFR Title 23, including federally funded projects.

Caltrans

As the owner and operator of the State Highway System, the State of California Department of Transportation (Caltrans) implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. Pursuant to Section 21092.4 of the Public Resources Code (PRC), for projects of statewide, regional, or area-wide significance, the lead agency shall consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by the project.

Caltrans Draft Transportation Impact Study Guide (TISG) and Safety Review (February 2020) replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 TISG, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses (Caltrans 2020). Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018) for land use projects. In addition to VMT, the 2020 TISG states that it may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System.

Local

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) develops the RTP, which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. SB 375 was enacted to reduce greenhouse gas emissions from automobiles 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 (CARB). 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 RTIP, also prepared by SCAG based on the

RTP, lists all of the regional funded/programmed improvements within the next 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 Plan is a long-range visioning plan that builds upon 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 2020a). The SCAG Regional Council adopted the Connect SoCal (2020-2045 RTP/SCS) on September 3, 2020.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

From 2016 to 2045, Connect SoCal anticipates approximately 64 percent of household and 74 percent of new jobs will occur in Priority Growth Areas (PGAs). Connect SoCal's PGA's – Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs),3 Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influences (SOIs) – account for only 4 percent of the region's total land areas but will accommodate the aforementioned growth statistics.

SCAG's Regional Travel Demand Model provides travel forecasting capabilities for the analysis of SCAG's plans and programs. Per County's requirements for transportation analysis per SB 743, the currently available SCAG regional model was used for the Project's VMT analysis. The model and methodology are described in further detail under Section 4.17.2.1.

Los Angeles County Metropolitan Transportation Authority

Los Angeles County Metropolitan Transportation Authority (Metro) is the county level transportation planning and public transportation operating agency that was created by the State of California to set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Metro supports the transportation improvement programs of the 88 cities and 16 municipal transit operators within Los Angeles County, as well as LA's paratransit provider, Access Services (ASI), and its regional commuter rail service provider, Metrolink. Metro is also responsible for the preparation of the Long-Range Transportation Plan (LRTP) and the Short-Range Transportation Plan (SRTP). The current LRTP is the 2020 Long Range Transportation Plan and SRTP is 2014 Short Range Transportation Plan. The transportation plans include all major transit and highway projects (partially or fully funded), existing programs and policies, and new policies and initiatives required to achieve Metro's regional goals.

Los Angeles Metro 2020 Long-Range Transportation Plan (LRTP)

The LA Metro 2020 LRTP includes funding for specific projects under four main categories (Transit Investments, Highway Investments, Active Transportation, and Equity Focus) that call for Project Applications to be submitted 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.

Los Angeles Metro Short-Range Transportation Plan (SRTP)

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).

Los Angeles Metro Complete Streets Policy

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.

Los Angeles Metro Blue Line First/Last Mile Plan

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 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.

Los Angeles Metro NextGen Bus Plan

The NextGen Bus Plan is the first comprehensive look at LA Metro's fixed-route network to implement a new competitive bus system in Los Angeles County that is fast, frequent, reliable and accessible. 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. 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. Other goals of the proposed improvements are to ensure a ¼-mile walk to a bus stop for 99% of current riders and create a more comfortable and safer waiting environment.

Los Angeles Metro West Santa Ana Branch Project

The West Santa Ana Branch Transit Corridor is a light rail transit project is a 19-mile corridor that Metro is evaluating for a new light rail transit line that would connect southeast LA County to downtown Los Angeles. The West Santa Ana Branch Transit Corridor project 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's Environmental Impact Statement / Environmental Impact Report (EIR) was released in July 2021 and evaluated the project alternatives, including any environmental consequences, and avoidance, minimization and/or mitigation measures. This project is slated to open for service in 2041.

Los Angeles Metro Slauson Active Transportation Corridor (Rail to Rail)

The Rail to Rail Project will convert an existing, underused railroad right-of-way into a multipurpose 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 Active Transportation Corridor is a biking and walking paths to the future K Line Fairview Heights Station and A Line (Blue) Slauson Station. The Rail to Rail Project is 5.13 miles long and will officially break ground in May 2022. Construction will begin on the western portion of the project and move east until it reaches the Slauson Station on the A Line (Blue). Segment B is the Rail to River component and is biking and walking path connecting A Line Slauson Station to the LA River. Together, they will form one path stretching from South Los Angeles to the Los Angeles River.

Los Angeles County Public Works

The County's Public Works Department (Public Works) adopted their Transportation Impact Guidelines on July 23, 2020. As mentioned above, a project's effect on automobile delay is no longer a consideration when identifying a significant impact under CEQA; therefore, the operational analysis parts of the Transportation Impact Guidelines which do not directly apply to land use plans are not addressed. The PEIR addresses the VMT-based CEQA analysis criteria detailed in the Transportation Impact Guidelines. The Transportation Impact Guidelines include guidance and requirements for VMT analysis of development projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies.

Los Angeles County Code

The Los Angeles County Code (County Code) consists of the regulatory, penal and administrative ordinances of a general nature of Los Angeles County. It is codified pursuant to California Government Code Sections 50022.1 et seq, and is organized by chapters, articles, divisions, and sections. The County Code is updated as new ordinances are adopted by the County Board of Supervisors. Sections of the code applicable to transportation and mobility include the following:

Title 22, Planning and Zoning. The Zoning Code includes regulations concerning where and under what conditions various land uses may occur in the in the County's unincorporated areas. It also establishes zone-specific height limits, setback requirements, and other development standards, for residential, mixed-use, commercial, industrial, and all other types of sites. The Zoning Code is a primary tool for implementing the County's General Plan. The purpose of the Zoning Code is to encourage, classify, designate, regulate, and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes.

Division 9, Administration. Division 9 of the Zoning Code identifies the powers and duties of the officials responsible for administering the Zoning Code, as well as common procedures for administering permits, reviews, and legislative actions. Section 2.222.070 (Application Filing) states that the Director of Regional Planning shall prepare a checklist that indicates the forms, information, and materials necessary for processing each permit or review application. This includes requirements pursuant to the evaluation of permit applications, development, traffic control, and emergency access plans, and all other materials required prior to issuance of a building or construction

permit in the County. For each permit or review requested by the applicant, the application submittal shall include forms, information, and materials required by the checklist, which ensures compliance with existing regulations.

Title 15, Vehicles and Traffic. Title 15 regulates the moving, parking, and standing of vehicles in the unincorporated areas of the County and includes Section 15.76.170, which establishes that whenever the road commissioner finds that the regulation of traffic is necessary at the site of road or street construction or maintenance, traffic may be regulated by means of persons authorized for such duty (i.e., flagmen)

Title 16, Highways. Chapter 16.16, Construction work, of Title 16 contains provisions that apply to permits for the laying, constructing, reconstructing or repairing of curbs, sidewalks, gutters, driveways, highway surfaces, retaining walls, storm drains, culverts, highway lights or lighting system, or other appurtenant structures in the County.

Title 32, Fire Code. Emergency services within the urban areas of the County are provided by the Los Angeles County Fire Department (LACFD). Pursuant to Section 105.7.26.2 of the Fire Code, when required by law or other agencies, LACFD fire code official review and approval is required prior to final approval of the following applications: tract maps, parcel maps, final maps, planned unit developments, conditional use permits, design overlay reviews, environmental impact reviews, road vacations, zone changes, water plan reviews, and gate design review for land development projects. Further, Section 4811.9, Fire department access, requires that emergency vehicle access, fire lanes, and access roads be maintained at all times, pursuant to Section 503 of the Fire Code. Any deviations are subject to approval by the LACFD fire code official.

Requirements for Temporary Controls for Lane Closures, Street Closures, and Detours

The Requirements for Temporary Controls for Lane Closures, Street Closures, and Detours (Traffic Control Requirements) provides the requirements for temporary traffic controls and access for any permitted activity within the County public rights-of-way when temporary disruption of traffic is implemented. The provisions are supplemental to Part 6 of the "Greenbook" Standard Specifications for Public Works Construction. As a general provision, the Traffic Control Requirements state that temporary street closures, detours, lane closures, signs, lights and other traffic control devices shall conform to the latest California Manual on Uniform Traffic Control Devices (California MUTCD). The Traffic Control Requirements also include provisions pertaining to emergency access, preparation of Traffic Control Plans, traffic lanes and clearances, emergency traffic controls, and notifications related to roadway closures (County of Los Angeles 2016).

Vision Zero Los Angeles County: A Plan for Safer Roadways

Traffic fatalities and severe injuries are a serious public health threat in the County (County of Los Angeles 2019a). Vision Zero Los Angeles County: A Plan for Safer Roadways (referred to as "Vision Zero" or "the Action Plan") is a traffic safety initiative intended to guide the County's efforts on reducing traffic deaths and severe injuries on unincorporated County roadways through 2025 (County of Los Angeles 2019a). The Action Plan creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. The Action Plan's three guiding principles are as follows:

- *Health Equity*: Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.
- *Data-driven process*: Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.

- *Transparency:* Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety.

The County has committed to working closely with residents and other stakeholders to identify challenges and develop enhancements aimed at eliminating fatal collisions in unincorporated County communities. Based on meetings with community members, County departments, and partner agencies, a clear set of actions has been developed for the next five years to move closer to the goal of eliminating traffic fatalities and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, trainings, projects, and programs, (County of Los Angeles 2019a). According to the Action Plan, agencies that adopt a Vision Zero initiative commit to the systematic elimination of traffic deaths and severe injuries for all roadway users (County of Los Angeles 2019a).

Los Angeles County Bicycle Master Plan 2012 and Bicycle Master Plan Update

The Los Angeles County Board of Supervisors adopted the current Bicycle Master Plan in March 2012. The Plan estimates that within the metro/downtown Los Angeles area by the year 2030, the total number of daily bicycle commuters could increase from the current estimate of 2,612 to 12,021 (County of Los Angeles 2012). The bike-to-work mode share is estimated by the Plan to increase from the current 0.30 percent to 1.0 percent for that subarea. LA Metro publishes the LA Metro Bike Map, a regional map that includes existing bicycle facilities within all jurisdictions of Los Angeles County. The Bike Map identifies Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards throughout the County (County of Los Angeles 2012).

As part of Vision Zero (discussed above), "protected bikeways" are proposed to create safer and more appealing on-road bike facilities. While the Bicycle Master Plan already promotes the construction of raised bicycle lanes and cycle tracks, in March 2019, the Board of Supervisors passed a motion providing specific direction to Public Works to study the feasibility of converting existing County-maintained Class II bike lanes into Class IV bikeways (County of Los Angeles 2019b). A Class IV bikeway is a specific type of protected bikeway that separate bicyclists from vehicle traffic through vertical infrastructure such as bollards, delineators, curb, planters, grade changes, or parking. According to the motion, with simple infrastructure improvements, certain existing buffered Class II bike lanes could be converted into Class IV in a relatively short time frame and with little capital investment (County of Los Angeles 2019b).

On October 15, 2019, the Board of Supervisors directed Public Works to initiate an update to the 2012 Bicycle Master Plan in partnership with Regional Planning, Beaches and Harbors, Parks and Recreation, and the Sheriff's Department and Highway Patrol. Public Works is currently developing the Los Angeles County Bicycle Master Plan Update with an estimated completion in 2025. The updated plan will review the feasibility of bikeways proposed in the 2012 Bicycle Master Plan, propose new bicycle facilities, consider first last mile connections to transit stations, develop guidelines for Class IV bikeways, and develop guidelines and/or policies for sharing bicycle infrastructure with micromobility devices. Public Works will also prepare a new programmatic EIR to accompany the Plan, which will analyze transportation impacts using VMT rather than LOS.

Along with the proposed bikeways, the current Bicycle Master Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership among users of all ages and skill sets within Los Angeles County. The relevant goals and polices are presented below (County of Los Angeles 2012).

Goal 1 Bikeway System. Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities.

Policy 1.1	Construct bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.
Policy 1.3	Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
Policy 1.4	Support the development of bicycle facilities that encourage new riders.
Policy 1.6	Develop a bicycle parking policy.

Goal 2 Increased safety of roadway for all users.

Policy 2.1	Implement projects that improve the safety of bicyclists at key locations.
Policy 2.2	Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
Policy 2.4	Evaluate impacts on bicyclists when designing new or reconfiguring streets.
Policy 2.6	Support development of a Healthy Design Ordinance.
Policy 2.7	Support the use of the Model Design Manual for Living Streets and Design as a reference for Public Works.

Step by Step Los Angeles County

In 2019, the Los Angeles County Board of Supervisors adopted Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities, a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles (Public Health 2022). It also includes Community Pedestrian Plans for the communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and Whitter-Los Nietos. The Step by Step pedestrian plan communities were selected based on key criteria that identified communities in unincorporated Los Angeles County with high rates of pedestrian collisions that resulted in death or injury. Additionally, one goal of the inaugural pedestrian plans that were approved in 2019 was to pilot pedestrian planning and design in a mix of rural (Lake Los Angeles), urban (Westmost/West Athens and Walnut Park), and suburban (West Whittier-Los Nietos) communities. Community pedestrian plans are currently under development for East Los Angeles, West Rancho Dominguez, Florence Firestone, Willowbrook, and West Rancho Dominguez-Victoria (Public Health 2022).[3]

Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across unincorporated County communities. The pedestrian plans also provide guidance in developing a network of sidewalks, off-street paths, and trails and facilities (such as lighting, crosswalks and benches) that allow people to walk safely and comfortably to key destinations. It includes policies that address

[3] The proposed Community Pedestrian Plan for Willowbrook/West-Rancho Dominguez-Victoria would act as the pedestrian plan of Willowbrook and West Rancho Dominguez-Victoria.

safety, traffic, education, and programs to promote a safe, walkable community. The relevant goals and polices of Step by Step Los Angeles County are presented below (Public Health 2022):

Goal 1 Safe Streets. Eliminate all fatalities and severe injuries involving people walking.

- **Policy SS-1** Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.
- **Policy SS-2** Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.

Goal 2 Make Walking the Easy and Healthy Choice. Communities, streets, and sidewalks are designed to promote walking and healthy living.

- **Policy EH-1** Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.
- **Policy EH-2** Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.
- **Policy EH-3** Provide opportunities for community participation in creating safe and inviting pedestrian environments.

Goal 3 Connectivity. Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.

- **Policy C-1** Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.
- **Policy C-2** Create a barrier-free pedestrian network. Maintain pedestrian facilities to ensure they are free of hazards and obstructions.

Goal 4 Equity. Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.

- **Policy EQ-1** Prioritize the needs of low-income communities of color and the most vulnerable users.
- **Policy EQ-2** Create a pedestrian network.

Goal 5 Safe Communities. Address real and perceived personal safety concerns to encourage walking.

- **Policy SC-1** Implement community environmental design and community programs that enhance public safety that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.

Goal 6 Sustainability and Preservation. Pedestrian projects and programs enhance the natural environment including clean air and water.

Policy SP-1 Improve air quality and reduce greenhouse gas emissions through reduced car dependency.

Policy SP-2 Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.

OurCounty—Los Angeles Countywide Sustainability Plan

OurCounty is a regional sustainability plan for Los Angeles that was adopted on August 6, 2019 (County of Los Angeles 2019c). 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 (County of Los Angeles 2019c).

Program 28: CEQA Streamlining

The County has considered designing planning documents within urbanized areas near employment and transit, such as TOD specific plans, to allow development with a streamlined environmental review, to the extent possible. The County has developed tools to facilitate the use of applicable exemptions and streamlining provisions for infill projects and affordable housing projects in CEQA.

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.

Los Angeles County General Plan Mobility Element

The Mobility Element of the General Plan contains goals designed to further the County's mobility strategy pursuant to California Complete Streets Act of 2007. The Mobility Element addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit (County of Los Angeles 2015). As mentioned previously, a project's effect on automobile delay or LOS is no longer a consideration when identifying a significant impact under CEQA; therefore,

the County's General Plan policies related to performance of roadway system are not included in this section. The relevant goals and policies within the Mobility Element are presented below:

Goal M 1 Street designs that incorporate the needs of all users. (Complete Streets)

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, roads and streets.

Policy M 1.2 Ensure that streets are safe for sensitive users, such as seniors and children.

Policy M 1.3 Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.

Goal M 2 Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use. (Active Transportation Design)

Policy M 2.1 Design streets that accommodate pedestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities.

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 Angeles of slip lanes may also be utilized.
- 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, which are pedestrian friendly and compliant with the American Disability Act (ADA).
- Perpendicular curb ramps at locations where it is feasible.
- Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)
- Approved devices to extend the pedestrian clearance times at signalized intersections.
- Accessible Pedestrian Signals (APS) 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.
- 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 located 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 and bikeways to accommodate the existing and projected volume of pedestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8 Connect 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 2.11 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.

Goal M-3 Streets that incorporate innovative designs. (Innovative Street Design)

Policy M 3.1 Facilitate safe roadway designs that protect users, preserve state and federal funding and provide reasonable protection from liability.

Policy M 3.2 Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.

Policy M 3.3 Complete the following studies prior to the implementation of innovative design concepts:

- An analysis of the current and future context of the community and neighborhood in which they are proposed;
- A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate);
- A technical assessment of the operational and safety characteristics for each mode; and
- A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.

Goal M 4 An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.1	Expand transportation options that reduce automobile dependence.
Policy M 4.2	Expand shuttle services to connect major transit centers to community points of interest.
Policy M 4.3	Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
Policy M 4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
Policy M 4.5	Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs).
Policy M 4.8	Provide and maintain appropriate signage for streets, roads and transit.
Policy M 4.9	Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
Policy M 4.10	Support the linkage of regional and community-level transportation systems, including multimodal networks.
Policy M 4.11	Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
Policy M 4.12:	Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
Policy M 4.13	Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
Policy M 4.14	Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
Policy M 4.15	Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.
Policy M 4.16	Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMT.

Goal M 5 Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1	Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
Policy M 5.2	Implement parking strategies that facilitate transit use and reduce automobile dependence.

Policy M 5.3 Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.

Goal M 7 Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.5 In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.

Los Angeles County General Plan Safety Element

The Safety Element, a chapter of the General Plan, contains goals, policies, and implementation programs that account for climate change impacts to reduce the potential short- and long-term risk of death, injuries, property damage, economic damage, and social dislocation resulting from natural and human-made hazards. The Safety Element also includes policies for emergency response within Los Angeles County. Emergency services within the County are provided by the LACoFD and Los Angeles County Sheriff's Department, in cooperation with local agencies. Section 4.9, Hazards and Hazardous Materials lists applicable goals and policies related to emergency access (County of Los Angeles 2022a).

Los Angeles County 2045 Climate Action Plan (Proposed)

The 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 horizon year ends in 2020 and will be replaced by the in progress 2045 Climate Action Plan (CAP). The 2045 CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated 2045 CAP, it puts unincorporated Los Angeles County on a closer pathway to carbon neutrality by 2045. The 2045 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 2045 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. Through the updated 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045. The Revised Draft 2045 CAP has been posted for a comment period, ending on May 15, 2023 (County of Los Angeles 2023c).

Program 6: Transit Oriented Districts Program

Transit Oriented Districts (TODs) are areas that were established by the General Plan Update, within a half-mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development[4]. In the County there are 11 TODs along the Metro A (previously Blue) Line, C (previously Green) Line, L (previously Gold) Line.

Line Extension and near the Metro J (previously Silver) Line and the Project area includes following four: the East Los Angeles, Florence-Firestone, West Athens-Westmont, and Willowbrook TODs. The General Plan Update designated major corridors within proposed TODs to have a mixed-use zoning and land use designation. These new regulations allow by right mixed use and residential development, with densities of up to 150 dwelling units per

[4] A Transit Oriented District is a zoning overlay for areas near Metro transit stations that promotes transit-oriented and pedestrian-oriented development to increase transit use, manage traffic congestion, and improve air quality.

acre. The Housing Element also allowed for rezoning of sites within the TODs. All TODs are implemented by TOD specific plans, with standards, regulations, and infrastructure plans that are tailored to the unique characteristics and needs of each community, and address issues such as access, connectivity, pedestrian improvements, and safety (County of Los Angeles 2015).

Community Based-Plans and Specific Plans

Community-based plans and specific plans (including TOD specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The existing community and specific plans applicable to the Project area are listed and discussed in section of Chapter 2, Environmental Setting, of the Recirculated Draft PEIR, as well as Appendix E, Community Profiles, of the Metro Area Plan, which is itself provided as Appendix B of this PEIR. Brief summaries of the community and specific plans that, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

East Los Angeles 3rd Street Specific Plan

The East Los Angeles 3rd Street Specific Plan (3rd Street Specific Plan), approved in 2014 and amended in 2020, sets forth a comprehensive set of strategies and design guidelines consistent with the goals, objectives, and policies of the General Plan and East Los Angeles Community Plan. The goals and policies of the 3rd Street Specific Plan include enhancing and preserving the distinctive community character of the planning area, improving economic vitality, and creating jobs, "activating" the public realm, and improving mobility and transportation choices. A primary objective of the 3rd Street Specific Plan is to facilitate the transformation of the Metro light rail station areas along the 3rd Street corridor into "transit centers" with vibrant mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. Goals and policies of the 3rd Street Specific Plan include enhancing and preserving East Los Angeles' distinctive community character, providing quality housing for a diverse range of income levels, and ensuring public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment (County of Los Angeles 2014).

The Project would amend the East Los Angeles 3rd Street Specific Plan's Form-Based Code to allow ACUs and shared kitchen complexes in certain transect zones, clarify regulations on blade signs, require conditional use permits (CUPs) for K-12 schools, and delete the definition of "school", which is inconsistent with the Countywide definition.

Florence-Firestone Community Plan

The Florence-Firestone Community Plan is a land use development guide intended to direct development and land use decisions to achieve the community's vision of creating a resilient and healthy community with a vibrant local economy, high quality and affordable housing, ample greenery, safe and efficient transportation system, and high quality education. The plan provides guidance on community specific concerns to planners, property owners, business owners, decision-makers, public agencies, and other stakeholders. The Florence-Firestone Community Plan builds on past planning efforts, drawing information from a variety of studies and reports on the community. The key policies of the Florence-Firestone Community Plan revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and

recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The Florence-Firestone Community Plan implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources (County of Los Angeles 2019d).

By elevating voices within the community, setting clear goals, and mapping specific opportunity areas in which to concentrate redevelopment and/or revitalization efforts, the Florence-Firestone Community Plan provides a roadmap map for future planning efforts in the area, particularly as it relates to the determination of appropriate land use and zoning designations.

Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan), discussed below, will help implement the goals and policies set forth in the Florence-Firestone Community Plan. As part of the proposed Project, these goals and policies have also been reinterpreted and/or reorganized and incorporated into the Metro Area Plan's proposed goals and policies.

Florence-Firestone Transit Oriented District Specific Plan

The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) establishes transit-oriented development, policy direction, design standards, and implementation programs for the community of Florence-Firestone. The FFTOD Specific Plan area is somewhat unique that it is applicable to the entire extent of the community, as opposed to just subareas. In this, the FFTOD Specific Plan operates much like a community plan, with a specific focus on transit-oriented development and mobility. The FFTOD Specific Plan addresses land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro A Line stations in the community: the Slauson, Florence, and Firestone Stations. The FFTOD Specific Plan builds off of the Florence-Firestone Community Plan (discussed above) by implementing community-specific policies initially proposed in the Florence-Firestone Community Plan and helps to achieve the broader transit-oriented development and sustainability goals of County.

Other components of the FFTOD Specific Plan include: proposing the installation of transit amenities at; implementing the Los Angeles County TOD Toolkit; proposing enhancements to pedestrian infrastructure; adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street; implementing policies to facilitate the creation of "complete streets"; access improvements to the Metro A Line Stations and Roosevelt Park; and targeted utility infrastructure improvements. The policies and standards set forth in the Metro Area Plan would work to support and build from the improvements proposed in the FFTOD Specific Plan, particularly as they relate to community mobility and accommodation of the 6th Cycle HEU's Regional Housing Needs Assessment (RHNA) allocation (County of Los Angeles 2023a).

Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA Plan) provides comprehensive direction for development that implements the goals and policies of the General Plan, and its vision for the TOD priority areas in West Athens-Westmont. Connect Southwest LA Plan also lays the foundation to create a more walkable, transit- oriented area with a mix of land uses that is accessible by all modes of transportation with an emphasis on transit, walking, and bicycling. Furthermore, the Connect Southwest LA Plan provides ways to expand opportunities for new, compact development that is sensitive to the existing development character. The Connect Southwest LA Plan increases housing opportunities and employment-generating uses in focused areas to

take advantage of the significant local and regional transit services already provided in its vicinity. This achieves several important regional and state goals such as increasing housing opportunities close to transit, increasing transit ridership, and reducing greenhouse gases. The Connect Southwest LA Plan also includes policies, development standards, and design guidelines that are in line with the plans' guiding principles, which include: accommodating uses in proximity to the Metro light rail station, along major streets, and at significant intersections; improving access to the transit station for all users; creating safer and more inviting spaces with design and programmatic improvements; and ensuring compatible development that respects and responds to the existing scale and density of adjacent neighborhoods (County of Los Angeles 2018a).

Through implementation of the Project, the Connect Southwest LA Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code.

Willowbrook Transit Oriented District Specific Plan

Willowbrook Transit Oriented District Specific Plan (WTOD Specific Plan) covers an approximately 312-acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line. The WTOD Specific Plan sets forth a planning framework intended to concentrate residential and employment-generating uses proximate to the Willowbrook/Rosa Parks Station. Consistent with the goals and policies outlined in the General Plan, the WTOD Specific Plan: encourages transit-oriented development; promotes active transportation; allows development that reduces vehicles miles traveled; allows development that creates community benefits; and streamline the environmental review process for future projects within the WTOD Specific Plan area (County of Los Angeles 2018b).

With implementation of the Project, the Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code.

4.17.1.2 Existing Environmental Conditions

This section describes the existing transportation setting in the County and Metro Planning Area including the roadway, transit, pedestrian, and bicycle systems.

Transportation System in the County and the Metro Planning Area

Traffic Analysis Zones

The traffic analysis zones (TAZ) is the spatial unit (or geographical area) within which travel behavior and traffic generation are estimated in a travel demand model. The SCAG Travel Demand Model TAZs highly resemble the U.S. Census Bureau's Block Groups. Figure 4.17-1 depicts the TAZs from the SCAG Travel Demand Model for the LA County that have been used in the VMT analysis of the Project as discussed under 4.17.2.1 Methodology.

Roadway System

Caltrans is the state agency responsible for the maintenance of freeways and state highways. Public Works is responsible for the design, construction, operation, maintenance, and repair of roads in the unincorporated areas of Los Angeles County, as well as in a number of local jurisdictions that contract with the County for these services (County of Los Angeles 2015).

The Los Angeles County Highway Plan provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The Highway Plan roadway classifications and descriptions are provided in Table 4.17-1.

Table 4.17-1. Highway Plan Roadway Classifications

Classification	Description
Major Highway	This classification includes urban highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. This width may vary to meet extraordinary circumstances. Also classified as major highways are key connectors, non-urban access ways and recreational roads. The bulk of these routes are not planned for urban type improvement. However, the full major highway right-of-way width of 100 feet or more is generally required to maintain adequate safety and vehicular capacity.
Secondary Highway	Secondary highways include urban routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. In addition to the countywide function, secondary highways frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. In urban areas, secondary highways normally have 4 moving lanes of traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and conditions on the ground. Access control, especially to residential property and minor streets, is desirable along these roads.
Limited Secondary Highway	Limited secondary highways are located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density settlements, ranches and recreational areas. The standard improvement for limited secondary highways is 2 traffic lanes on 64 feet of right-of-way. Typically, such improvements consist of 28-30 feet of pavement with graded shoulders. Left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased to 80 feet for additional improvements where traffic or drainage conditions warrant. A uniform building setback shall be established 40 feet from the centerline of all limited secondary highways in order to preserve proper sight distances and to help maintain a rural appearance adjacent to the roadway. This setback shall be in addition to any yard requirement contained in the Zoning Code.
Parkway	The parkway classification is applied to urban and non-urban routes that having park-like features either within or adjacent to the roadway.
Expressway	The expressway classification is primarily for through-traffic with full or partial control of access. Expressways can accommodate 6 to 10 traffic lanes. The width of right of-way varies as necessary to incorporate these features but shall not be less than 80 feet. Roadway improvements vary depending upon the composition and volume of traffic carried.

Source: County of Los Angeles 2015

There are 11 planning areas in the County. The proposed Project includes the seven unincorporated communities within the Metro Planning Area. This area is served by portions of Interstate (I) 110, I-105, I-10, I-5, I-710, State Route (SR) 60, and US Highway (US) 101. The main north-south highways and secondary highways include Alameda Street, Central Avenue, Broadway, Atlantic Avenue, Western Avenue, Central Avenue, Santa Ana Avenue, Atlantic

Boulevard. East-west streets include Florence Street, Firestone Boulevard, Century Boulevard, Santa Ana Boulevard, Imperial Highway and El Segundo Boulevard, Rosecrans Avenue, Compton Boulevard, Redondo Beach Boulevard, Imperial Highway, Century Boulevard, El Segundo Boulevard, Rosecrans Boulevard, Redondo Beach Boulevard, Manchester Avenue, Florence Avenue, Olympic Boulevard, Whittier Boulevard, 3rd Street, Cesar E Chavez Avenue and Beverly Boulevard.

Figure 4.17-2 illustrates the Primary and Secondary Highways in the Metro Planning Area. Roadways specific to each community in the Project area are listed under the Project area's existing mobility conditions.

Transit

Los Angeles County is served by a large public transit system that includes rail systems and various bus service options, such as transitways and bus rapid transit (BRT) systems. Metro operates the Metro rail system within Los Angeles County and has six lines, including two subway (heavy rail rapid transit) lines (the B and D lines) and four light rail lines (the A, C, L and E lines) and 93 stations. Metro rails system connects with the Metro Busway bus rapid transit system (the G and J lines) and also with the Metrolink commuter rail system. Figure 4.17-3A illustrates the Existing and Planned Major Transit Projects in the County included in Metro's LRTP for the horizon year 2050.

Metrolink and Amtrak are the two additional rail service operators in the County. The Southern California Regional Rail Authority (SCRRA) operates the Metrolink commuter rail system, which has its hub in Downtown Los Angeles at Union Station and extends to Ventura, San Bernardino, Riverside, Orange, and San Diego counties, and serves some of the unincorporated areas. Amtrak provides interstate service from points around the country to Union Station, as well as regional service between major cities throughout California. Figure 4.17-3B illustrates the Metrolink Commuter Rail System. There are no MetroLink or Amtrak stations in the Project area.

Metro bus system comprises of 140 lines along170 routes serving 16,000 bus stops in the County, per the NextGen Bus Plan (Metro 2020). The Metro bus system has largely remained unchanged and given the transforming landscape of transportation and travel demand within the County and addition of Metro rail and BRT system, it has been observing a decline in ridership since 2014. To provide a better bus system for the Los Angeles County, the NextGen Bus Plan was approved in October 2020 by Metro. Changes due to LA Metro's NextGen Bus Plan will be implemented in phases and would result in increased frequencies on the routes with the highest ridership, including some routes in the Project area.

Public Works and LAGOBus operate fixed route shuttle services and the Link to provide an affordable and efficient transit service (generally with a frequency of 30 - 60 minutes) to key destinations for residents in communities in unincorporated areas. These shuttle services connect with transit providers such as Metro, Metrolink, Torrance Transit, Los Angeles Department of Transportation (LADOT) DASH, Gardena Bus Lines, Culver City Bus, Gardena Bus lines, Inglewood I-Line Trolley, Big Blue Bus, Santa Clara Transit, La Puente Link, Foothill Transit, La Puente Link, Alhambra Community Transit, El Sol Shuttle, Monterey Park Spirit, Montebello Transit, and Norwalk Transit.

Transit facilities specific to each community in the Project area are described in detail under the Project area's existing mobility conditions.

Active Transportation

The County has a mix of rural, suburban, and urban communities which provide different opportunities and challenges to active modes of transportation such as walking and biking. The pedestrian network generally includes sidewalks, shared use paths, and trails. To enhance walkability in the communities, a plan for pedestrian facilities

has been prepared for unincorporated areas of the County. The Step by Step Los Angeles County Plan is discussed in further detail above in Section 4.17.1.1 (Public Health 2022).

Per the County's 2012 Bicycle Master Plan, bicycle facilities in unincorporated areas of the County are classified as follows (County of Los Angeles 2012):

***Class I – Bicycle Path*:** Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach.

***Class II – Bicycle Lane*:** Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.

Class III - Bicycle Route: Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

***Bicycle Boulevard*:** Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic and/or low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation.[5].

Figure 4.17-4 illustrates the types of bikeway facilities in the County. Bikeway facilities specific to each community in the Project area are described in detail under the Project area's existing mobility conditions.

Project Area

Mobility Existing Conditions

The Los Angeles County Metro Area Plan: Mobility Existing Conditions and Literature Review report includes a review of existing conditions and mobility needs assessment to inform recommendations to support the development of the Project area. The Mobility Existing Conditions Study for each of the communities included in Appendix H-3 provides a baseline understanding of past, current, and future mobility planning efforts. It also includes a mobility needs assessment to inform recommendations for new policies and regulations consistent with the vision and goals for each community and the County overall to support the development of the Area Plan. This review identifies existing conditions, gaps, and opportunities across the following range of modes such as public transit, roadway network, and bicycle and pedestrian infrastructure.

Figure 2-5a Mobility and Transit in East Los Angeles, Figure 2-5b Mobility and Transit East Rancho Dominguez, Figure 2-5c Mobility and transit Florence-Firestone and Walnut Park, Figure 2-5d Mobility and Transit West Athens-Westmont, and Figure 2-5e Mobility and Transit West Rancho Dominguez-Victoria and Willowbrook.

[5] Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards (County of Los Angeles 2012).

In the discussion of Mobility Existing Conditions below, all table and figure references are referring to Appendix H-3 of this Recirculated Draft PEIR.

East Los Angeles

Transit: The transit agencies, routes, and service types in East Los Angeles are provided in Table 1, East Los Angeles Transit Service, of Appendix H-3 of this Recirculated Draft PEIR. These include shuttle services operated by Public Works such as Children's Court Shuttle, El Sol City Terrace/ELA College, El Sol Whittier Blvd/Saybrook, Park El Sol Union Pacific/Salazar, Dash Service by LADOT, Local routes 18, 30, 62, 66, 70, 106, 256, 258, 260, and 665. Montebello Bus Lines 10, 30, 40, 70, and 90 also operate in East Los Angeles. The community also has four light rail stations–Atlantic, Civic Center, Maravilla, and Indiana Stations–along the Los Angeles Metro L Line (formerly Gold Line) that connects Azusa to Downtown Los Angeles. Almost all of East Los Angeles is part of the SCAG 2016 High Quality Transit Area (HQTA) and 2045 HQTA[6].

Roadway Network**:** Multiple highways are located within East Los Angeles, including I-10, I-710, I-5, and State Route (SR)-60, while major north/south community thoroughfares include Eastern Avenue and Atlantic Boulevard. Major east/west thoroughfares include Caesar Chavez Avenue, Third Street, Whittier, and Olympic Boulevards. The roadway network in East Los Angeles is primarily a diagonal grid. The hilly topography of the west side of the community results in winding roads that do not entirely match the grid. Major and secondary roadways in East Los Angeles are listed in Table 2, East Los Angeles Roadways and shown on Figure 4, East Los Angeles Roadways of Appendix H-3.

Bicycle and Pedestrian Infrastructure: Table 3, East Los Angeles Bikeways, of Appendix H-3 lists the existing and proposed bikeways in East Los Angeles and Figure 8, East Los Angeles Bikeways, of Appendix H-3 displays the locations of the existing and proposed bikeways within community. There are existing Class II or Class III bike lanes along segments of City Terrace Drive, 6th Street, Downey Road, Ford Boulevard, Mednik Avenue/Arizona Avenue, Sadler Avenue, and a bike boulevard along Wood Avenue. Designated bike routes are most prevalent on secondary or neighborhood streets rather than major arterials. Figure 9, East Los Angeles Pedestrian Conditions of Appendix H-3 shows pedestrian accessible areas within one quarter mile of a Metro L Line station. The skewed angles and the lack of through streets in some areas constrains pedestrian access. Atlantic Station particularly has constrained pedestrian access because of the angle of the street grid while Maravilla Station has constrained pedestrian access to the west because of I-710 freeway. At grade rail crossings, which can pose both a physical and mental barrier for pedestrians, are also shown in Figure 9. Most of the at grade rail crossings in East Los Angeles are a result of the at grade L Line, with freight rail crossings only at the perimeter of the community.

Constraints and Opportunities: The hilly topography of the west side of the community results in winding roads that constrain access in East Los Angeles. No existing bike routes connect to the Metro L (Gold) Line stations within the community. Major freeway interchanges pose a significant barrier for residents to access the Los Angeles County University of Southern California Medical Center, the California State University, Los Angeles, and the nearby Metrolink and Metro J (Silver) Line stations. Metro Eastside Extension Phase 2 will connect the community to the southeast, expanding high quality transit opportunities.

6 SCAG Connect SoCal: High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours.

East Rancho Dominguez

Transit: The transit agencies, routes, and service types in East Rancho Dominquez are summarized in Table 4, East Rancho Dominguez Transit Service of Appendix H-3. Transit routes in East Rancho Dominguez are primarily along major roadways, as shown on Figure 11, East Rancho Dominguez Transit Service of Appendix H-3. Compton Renaissance Route 4 and Metro Routes 125, 127, 128, and 260 operate in this community. All of East Rancho Dominguez is part of the SCAG 2016 HQTA and 2045 HQTA.

Roadway Network: Regional access to East Rancho Dominguez is provided via I-710. Major and secondary roadways in East Rancho Dominguez are Atlantic Avenue, Alondra Boulevard, Compton Boulevard and Rosecrans Avenue. The roadway network in East Rancho Dominguez is primarily a grid with local streets that often terminate rather than connect to two major or secondary roadways.

Bicycle and Pedestrian Infrastructure: The existing and proposed bikeways in East Rancho Dominguez are listed in Table 6, East Rancho Dominguez Bikeways and shown on Figure 17, East Rancho Dominguez Bikeways of Appendix H-3. The main bikeway connection within the community is along Atlantic Avenue. Alondra Boulevard has a Class II bike lane. There is a lack of existing east-west connections from the community to the nearby Los Angeles River Bicycle Trail and other regional connections.

Constraints and Opportunities: Local streets often terminate rather than connect to two major or secondary roadways in this community. Most crashes involving pedestrians take place in the southern area of the community. East Rancho Dominguez lacks existing east-west connections from the community to the nearby Los Angeles River Bicycle Trail and other regional bike connections. There is an unserved opportunity to connect the community to the nearby Metro C Line (Green) Long Beach Blvd Station via transit.

Florence Firestone

Transit: The transit agencies, routes, and service types in Florence Firestone are provided in Table 7, Florence-Firestone Transit Service, and illustrated on Figure 20, Florence-Firestone Transit Service of Appendix H-3. These include The Link Florence-Firestone/Walnut Park shuttle service operated by Public Works, LADOT's Community Dash Chesterfield Square, Pueblo Del Rio, and Watts, and Metro Local and Community routes 53, 55,102, 108, 110, 111, 115, and 611. The community also has three light rail stations (Florence, Firestone, Slauson Stations) along the Los Angeles Metro A Line (formerly Blue Line) that connects Long Beach to Downtown Los Angeles. Coverage by Metro and municipal bus lines is relatively well distributed within Florence-Firestone, with most major and secondary roadways served by at least one line. Almost all of Florence-Firestone is part of the SCAG 2016 HQTA and 2045 HQTA.

Roadway Network: Florence-Firestone is accessible from I-110. The roadway network in Florence-Firestone is primarily a grid with Alameda Street cutting through diagonally and local streets that often terminate rather than connect to two major or secondary roadways. Several rail corridors and large industrial properties also limit the number of through streets in the community. Major and secondary highways are listed in Table 8, Florence-Firestone Roadways and shown on Figure 22, Florence-Firestone Roadways of Appendix H-3.

Bicycle and Pedestrian Infrastructure: Table 9, Florence-Firestone Bikeways lists the existing and proposed bikeways and Figure 26, Florence-Firestone Bikeways of Appendix H-3 displays the locations of the existing and proposed bikeways within the community. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded. Figure 27, Florence-Firestone Pedestrian Conditions in Appendix H-3 shows pedestrian accessible areas

within one-quarter mile of the Metro A Line stations compared to a quarter mile radius around the station. The active freight railroad tracks that limit safe crossings and through streets in some areas constrain convenient pedestrian access. Slauson Station and Florence Station are particularly constrained for pedestrian access because of the at-grade railroad corridors. Most of the at grade rail crossings in Florence-Firestone are freight rail corridors, while some of the Metro A Line track is elevated.

Constraints and Opportunities**:** Local streets often terminate rather than connect to two major or secondary roadways in this community. Crashes involving pedestrians and cyclists are most heavily concentrated in the northern and western parts of the community, clustered around certain intersections on route to Metro A (Blue) Line Stations. Active freight railroad tracks limit safe crossings and through streets in some areas constrain convenient pedestrian access. Vertical transfers by stair or elevator at aerial Slauson and Firestone stations constrain access. Access to the at-grade Florence Station forces transferring or walking riders to cross local streets on approach to the station from either direction and to cross freight tracks from the west.

Walnut Park

Transit**:** The transit agencies, routes, and service types in Walnut Park are summarized in Table 10, Walnut Park Transit Service and illustrated on Figure 29, Walnut Park Transit Station, of Appendix H-3. These include The Link shuttle service operated by Public Works, Dash Chesterfield Square Service by LADOT, and Metro Routes 60, 102, 111, 251, and 611. As shown in Figure 29, transit services in Walnut Park primarily operate along major roadways, with some local circulation of shuttles. Almost all of Walnut Park is part of the SCAG 2016 HQTA and 2045 HQTA.

Roadway Network**:** Regional access to Walnut Park is provided via I-10 and I-110. The community is bounded by Florence Avenue to the north, State Street to the east, Santa Ana Street to the south, and Santa Fe Avenue to the west. The roadway network in Walnut Park is primarily a grid with local streets connecting with major and secondary roadways. Major and secondary roadways in Walnut Park are Pacific Boulevard, Florence Avenue, Santa Fe Avenue, and Santa Ana Street.

Bicycle and Pedestrian Infrastructure**:** There are no existing bikeways within the community; however, there are a number of bikeways proposed. Table 12, Walnut Park Bikeways lists the proposed bikeways in Walnut Park and Figure 35, Walnut Park Bikeways of Appendix H-3 illustrates the locations of the proposed bikeways within the community. Proposed bikeways are most prevalent on major and secondary highways as opposed to secondary or neighborhood streets, except for Seville Avenue. Figure 36, Walnut Park Pedestrian Conditions in Appendix H-3 shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. The two at-grade rail crossings in Walnut Park are at the southern border of the community, limiting pedestrian access outside of the community rather than pedestrian circulation within the community.

Constraints and Opportunities**:** There are no existing bikeways within the community; however, there are proposed bikeways in Walnut Park. The southwest residential neighborhood is less connected to both the local and regional bus system than the rest of the community. Mobility is primarily constrained by access in and out of the community; as a small and dense community this access could be critical.

West Athens-Westmont

Transit**:** The transit agencies, routes, and service types in West Athens-Westmont are summarized in Table 13, West Athens-Westmont Transit Service and illustrated on Figure 38, West Athens-Westmont Transit Service of Appendix H-3. These include Gardena Transit Local Routes 2 and 5, The Link Athens shuttle service operated by Public Works, Dash Vermont/Main Counterclockwise Service by LADOT, and Metro Routes 117, 120, 204, 206, 207, 209, and

Rapid service route 754 and Torrance Transit Local Routes 2 and 5. Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit (GTrans) and Torrance Transit serving south of the freeway. This community is also served by the Metro C Line (formerly Green Line) and the Vermont/Athens Station. All of West Athens-Westmont is part of the SCAG 2016 HQTA and 2045 HQTA.

Roadway Network**:** Regional access to West Athens-Westmont is provided via I-105 and I-110. Major east/west thoroughfares include Century Boulevard, Imperial Highway, and El Segundo Boulevard. Major north/south thoroughfares include Western Avenue, Normandie Avenue, and Vermont Avenue. Major and secondary roadways in West Athens-Westmont are listed in Table 14, West Athens-Westmont Roadways and shown on Figure 40, West Athens-Westmont Roadways in Appendix H-3. The roadway network in West Athens-Westmont is primarily a grid with local streets connecting with major and secondary roadways. Residential areas in the west side of the community are laid out in a diagonal grid whereas the roadway network in the remainder of the community is primarily a standard grid. I-105 bisects the southern portion of the community.

Bicycle and Pedestrian Infrastructure**:** Table 15, West Athens-Westmont Bikeways of Appendix H-3 lists the existing and proposed bikeways in West Athens-Westmont and Figure 44, West Athens-Westmont Bikeways of Appendix H-3 illustrates the location of bikeways within the community. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded. Figure 44 displays the locations of the existing and proposed bikeways within the community. Figure 45, West Athens-Westmont Pedestrian Conditions in Appendix H-3 shows pedestrian accessible areas within one-quarter mile of the Metro C Line station compared to a quarter mile radius around the station. I-105 and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station. Additionally, there are at-grade crossings of freight rail adjacent to I-105 that pose an additional impediment to pedestrian access, particularly for pedestrians trying to access the Metro C Line or neighborhoods north of the freeway.

Constraints and Opportunities**:** Crashes involving pedestrians and cyclists were more heavily concentrated in the northern half of the community on major thoroughfares in West Athens-Westmont. I-105, at grade freight rail crossings, and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station. Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit and Torrance Transit serving south of the freeway. Vermont Transit Corridor is planned to terminate at 120th Street. As a current and future crossroads for transfers, coordination opportunities exist among different transit services and providers. Prevalence of crashes, especially involving pedestrians and pedestrian deaths, on major roadways indicates a safety issue.

West Rancho Dominguez-Victoria

Transit**:** The transit agencies, routes, and service types in West Rancho Dominguez-Victoria are provided in Table 16, West Rancho Dominguez-Victoria Transit Service and illustrated on Figure 47, West Rancho Dominguez-Victoria Transit Service of Appendix H-3. These include Local Route 3 operated by Gardena Transit, the Link Willowbrook Shuttle Route A service operated by Public Works, Community Dash Watts Service by LADOT, Metro Local routes 51, 53, 125, and 127, and Torrance Transit Local Route 1. Transit routes in West Rancho Dominguez-Victoria are primarily along major roadways in the north and east of the community, absent in the heavily industrial southwest part of the community. Approximately half of West Rancho Dominguez-Victoria is part of the SCAG 2016 HQTA and over half of it is part of the SCAG 2045 HQTA.

Roadway Network: The community is regionally accessible via I-105 and I-110 and is bounded by 120th Street to the north, Figueroa Street to the west, and Alondra Boulevard to the south. The roadway network in West Rancho Dominguez-Victoria is primarily a grid with local residential streets connecting with major and secondary roadways. Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Major and secondary roadways in West Rancho Dominguez are listed in Table 17,East Los Angeles Roadways and shown on Figure 51, East Los Angeles Roadways of Appendix H-3.

Bicycle and Pedestrian Infrastructure**:** Table 18, West Rancho Dominguez-Victoria Bikeways lists the existing and proposed bikeways and Figure 53, West Rancho Dominguez Bikeways, of Appendix H-3 illustrates the locations of bikeways within the community. The community largely lacks bikeway connections, with only a limited amount of connections provided in the northeastern portion. There are existing Class II and Class III bike facilities along Figueroa Street, Slater Avenue, Central Avenue, 124th Street, and El Segundo Boulevard within the community. Figure 54, West Rancho Dominguez-Victoria Pedestrian Conditions in Appendix H-3 shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed along the western border of the community, presenting a potential impediment for any pedestrian traveling westward out of the community.

Constraints and Opportunities**:** Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Pedestrian and cyclist crashes are distributed throughout the community on both arterial and local neighborhood streets, though a disproportionate number occur near the intersection of El Segundo Blvd and Broadway Avenue adjacent to a park. Overall, the community lacks bikeway connections, with only a limited connection provided in the northeastern portion. Pedestrian and cyclist crashes in the southern industrial area of the community suggest an opportunity to improve bicycle and pedestrian conditions as well as extend transit service. West Rancho-Dominguez-Victoria has relatively low transit ridership compared to the other Project area communities. The proximity of three rail and two busway stations, too far to walk from most parts of the community but close enough to bike or take the bus to, presents an opportunity to improve transit and bicycle connections in the community.

Willowbrook

Transit**:** The transit agencies, routes, and service types in Willowbrook are provided in Table 19, Willowbrook Transit Service, and illustrated on Figure 56, Willowbrook Transit Service, of Appendix H-3. These include Local Routes 3 and 5 operated by Compton Renaissance, Local Route 5 operated by Gardena Transit, The Link King Medical Center Shuttle and Willowbrook Shuttle Route A and B Service operated by Public Works, Community Dash Watts Service by LADOT, Metro Local routes 55, 120, 202, and 205. The community is also served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station and Willowbrook is the only Area Plan community with a transfer station between two Metro Rail lines (A and C). About half of Willowbrook is part of the SCAG 2016 HQTA and over half of it is part of the SCAG 2045 HQTA.

Roadway Network**:** Regional access to Willowbrook is provided via I-105, I-710, and I-110, while major north/south thoroughfares include Willowbrook Avenue, Wilmington Avenue, and Compton Avenue. Major east/west thoroughfares include 120th Street and El Segundo Boulevard. The Major and Secondary Highways are listed in Table 20, Willowbrook Roadways and shown on Figure 58, Willowbrook roadways of Appendix H-3. The roadway network in Willowbrook is primarily a grid with local streets that often terminate rather than connect to major or secondary highways. Willowbrook Avenue and the Metro A Line cut diagonally through Willowbrook and the I-105 bisects the northern portion of the community.

Bicycle and Pedestrian Infrastructure**:** Table 21, Willowbrook Bikeways lists the existing and proposed bikeways and illustrated on Figure 63, Willowbrook Pedestrian Conditions of Appendix H-3. The community offers several east-west connections on major, secondary, and local roadways. There are several north/south connections proposed; however, funding for most of these are currently unfunded. Figure 63 shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed along the eastern border of the community and on the Metro A Line and the adjacent freight track, presenting a potential impediment for any east-west pedestrian.

Constraints and Opportunities**:** The roadway network lacks through connections to major or secondary highways in Willowbrook. While this helps separate residential neighborhoods from commercial and industrial uses, it also constrains access to and from those uses as well as other local and regional resources. Pedestrian and cyclist crashes are concentrated in the southern half of the community, on both arterial and local neighborhood streets. The at grade rail running through the center of the community as well as skewed and dead ending streets constrains all modes of transportation, but particularly bicycle and pedestrian travel. Concentration of pedestrian and cyclist crashes in the southern part of the community, along the Metro A (Blue) Line, and near the rail station especially indicates a need for pedestrian and bicycle improvements in that area. As one of the largest rail to rail transfer points in all of Los Angeles County, there is opportunity to capitalize on the surrounding area to increase access and safety for pedestrians, cyclists, and bus riders.

4.17.2 Environmental Impacts

4.17.2.1 Methodology

Key Concepts and Terminology

CEQA Section 15064.3, subdivision (a) Purpose, established vehicle miles traveled as the most appropriate measure of transportation impacts. The subdivision (a) defines vehicle miles traveled as "the amount and distance of automobile travel attributable to a project". The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. For land use projects and plans, such as the proposed Project, based on the predominant use, the following VMT efficiency metrics and method of estimation can be used:

Total VMT per Service Population: The total VMT to and from all zones in the geographic area are divided by the total service population to get the efficiency metric of VMT per service population. The total service population is the sum of the number residents and the number of employees.

Residential (Home-based) VMT per capita: All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita (or per resident).

Employment (Home-based work)/Work VMT per employee: All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee.

The County used the regional SCAG Model[7] to estimate average VMT for the unincorporated areas and County baseline VMT as shown in Table 4.17-2. LA County comprises of two distinct regions – North County and South County. The North County contains the Antelope Valley, Santa Clarita Valley, and Santa Monica Mountains planning areas in the more rural portion of the County and the South County contains the remaining planning areas (i.e., San Fernando, Westside, E San Gabriel Valley, W San Gabriel Valley, Metro, Gateway, and South Bay) in the more urban portion of the County. There are differences in the VMT trends between the northern and southern planning areas, therefore the County had previously developed a North and South Baseline VMT. However, per guidance from OPR, the County has revised the baseline to include both North and South County as one region8.

Per County's guidelines, a comparison to the total County VMT provides an appropriate baseline for a project's VMT analysis.

Table 4.17-2. Los Angeles County Baseline VMT Data by Analysis Year

VMT Metric	Analysis Year					
	2020	2021	2022	2023	2024	2025
Residential VMT per capita	12.9	12.8	12.7	12.6	12.6	12.5
Work VMT per employee	16.7	16.5	16.3	16.1	16.0	15.8
Total VMT per service population	30.9	30.8	30.7	30.6	30.4	30.3

Source: Baseline VMT data by Analysis Year provided by the County staff via email in January 2022. VMT per service population uses base year 2022, which corresponds to the Project's NOP publication year.

Per County guidance, VMT assessment of the Project has been conducted to determine the significance of its transportation impact.

7 Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, June 2020: The most current version of the SCAG Model has a base year of 2012 and future year of 2040 and was developed for the 2016 SCAG Regional Transportation Plan and Sustainable Communities Strategy, April 2016. The model contains traffic analysis zones that contain socio-economic data reflecting the population, employment, and land use development characteristics throughout the region. The TAZ's are characterized as Tier 1 and Tier 2 zones, and each Tier 1 zone contains multiple Tier 2 zones. The Tier 2 zones represent a smaller geographic area that allows the model to produce more refined trip assignment forecasts. Both Tier 1 and Tier 2 zones are used to calculate VMT. Total VMT is calculated using the Tier 1 zones and VMT by trip purpose (e.g., homebased VMT) is calculated using the Tier 2 zones. The SCAG regional model contains the socioeconomic data and transportation network for the entire SCAG region including the incorporated Cities. The model also contains neighboring, external zones that are used to estimate travel demand that occurs between the SCAG region and adjacent areas, as well as estimate regional travel demand for those traveling through the SCAG region (Fehr & Peers 2020).

8 Governor's Office of Planning and Research; SB 743 Frequently Asked Questions: In the VMT Technical Advisory, does the term "regional" refer to the MPO/RTPA? Yes. As used in the VMT Technical Advisory, "regional" refers to the full geography within the jurisdictional borders of a metropolitan planning organization (MPO) or a regional transportation planning agency (RTPA). Comparing a project's VMT per capita or VMT per employee to that of the entire region (i.e., MPO or RTPA) or entire city allows a lead agency to better align with the state's climate commitments. Comparison to only a portion of the region or city could result in a less environmentally protective significance threshold, potentially disconnecting significance determinations from those commitments. For example, comparing a project to only the unincorporated areas of a county, or just a select portion of a county, may exclude lower VMT areas. However, thresholds that vary by location, but where each threshold is more environmentally protective than a region- or city-based threshold, would still be aligned with state climate commitments. https://opr.ca.gov/ceqa/sb-743/faq.html

Approach

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the potential impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

A project's VMT analysis follows the process of first using screening criteria, identifying an efficiency metric, identifying the significance threshold and, lastly, determining requirements for modeling and assessment. Per County's Transportation Impact Analysis Guidelines (Public Works 2020) requirements for VMT analysis for land use plans [9] projects, the SCAG RTP/SCS Travel Demand Forecasting Model[10] (SCAG model) with socio-economic data (SED) from 2016 Regional RTP and efficiency metric of VMT per service population was used. The SCAG model runs on the TransCAD software platform and is based on a four-step model structure, which includes trip generation, trip distribution, mode choice, and trip assignment. The model is made up of TAZs (see Figure 4.17-1 for Project Areas TAZs) that include the socioeconomic data (SED) data - population, employment, households, workers, and school enrollment. The SED assumptions and changes for the Project area required for VMT modeling to analyze the Project using the SCAG model are provided in Section 4.17.2.3 Proposed Project Characteristics and Appendix H-1. The mobility strategies and other transportation demand management strategies are included as project design features, but the SCAG Model is not sensitive to these improvements (including active transportation facilities such as pedestrian crossing improvements, bike facility improvements, wayfinding improvements, and other types of multimodal improvements including improvements to transit facilities); therefore, the VMT estimates provided for the Project area are conservative and do not reflect the actual VMT reduction benefits they may have.

The current SCAG model's base year is 2016 and horizon year is 2040. However, the proposed analysis was required for years 2022 and 2035 to correspond to year of the Notice of Preparation (2022) and proposed buildout year of the Project (2035). The model includes a 2020 dataset from SCAG which was updated to include the project related socioeconomic data for the 2022 analysis year. For an analysis year of 2035, background (no-project) SED was developed using linear interpolation of 2020 and 2040 model datasets. The daily total VMT per service

[9] Land Use Plans: Daily vehicle trips, daily VMT, and daily total VMT per service population for land use plans should be estimated using the SCAG RTP/SCS Travel Demand Forecast Model (as described Los Angeles County SB 743 Implementation and CEQA Updates Report). Transportation demand management strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

[10] Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, June 2020: The most current version of the SCAG Model has a validated base year of 2012 and future year of 2040 and was developed for the 2016 SCAG Regional Transportation Plan and Sustainable Communities Strategy, April 2016. The model contains traffic analysis zones that contain socio-economic data reflecting the population, employment, and land use development characteristics throughout the region. The TAZ's are characterized as Tier 1 and Tier 2 zones, and each Tier 1 zone contains multiple Tier 2 zones. The Tier 2 zones represent a smaller geographic area that allows the model to produce more refined trip assignment forecasts. Both Tier 1 and Tier 2 zones are used to calculate VMT. Total VMT is calculated using the Tier 1 zones and VMT by trip purpose (e.g., homebased VMT) is calculated using the Tier 2 zones. The SCAG regional model contains the socioeconomic data and transportation network for the entire SCAG region including the incorporated Cities. The model also contains neighboring, external zones that are used to estimate travel demand that occurs between the SCAG region and adjacent areas, as well as estimate regional travel demand for those traveling through the SCAG region.

population has been compared to the LA County Baseline year of the Notice of Preparation (2022) to estimate the Project's potential direct and cumulative impacts.

As mentioned above, the output used for Project's VMT analysis is primarily VMT per service population. The base year 2022 and future year 2035 model runs were conducted with and without the Project, by adjusting the model's land use (i.e., SED) inputs. The SCAG model output's detailed summary provided by Translutions Inc. is included in Appendix H-1. The results of the VMT analysis are summarized under Threshold 4.17-2. which is related to the Project's consistency with CEQA Guidelines section 15064.3, subdivision (b)

For the Project area, daily vehicle trips, daily VMT, and daily total VMT per service population were estimated using the model, as described above and the daily total VMT per service population has been compared to the County Baseline interpolated to the year of the Notice of Preparation (2022). The County's impact criteria that were used to determine significance of impact are described below. In summary:

- Regarding the potential to conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities., the applicable programs, plans, ordinance and policies were analyzed for their applicability to the Project under Threshold 4.17-1.
- Regarding the potential to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), per the County's Transportation Impact Analysis Guidelines (Public Works 2020), a project has a potentially significant VMT impact if it meets one or more of the criteria for direct and cumulative impact as described above when comparing the Project VMT to the Baseline County VMT.
- Regarding substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), an impact would be significant if implementation of the Project would result in designs for on-site circulation, and access driveways that fail to meet County's design guidelines.
- Regarding the potential to result in inadequate emergency access, an impact would be significant if implementation of the Project would result in inadequate short-term construction-related or long-term operational emergency access.

County's VMT Impact Criteria

A project has a potentially significant VMT impact if it meets one or more of the criteria listed below. The impact criteria below were selected as thresholds for determining significance of the Project's VMT impact.

Direct Impact Criteria

Land Use Plans. The plan total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area for LA County.

Cumulative Impact Criteria

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. Further evaluation would be necessary to determine whether the Plan's cumulative impact on VMT is significant.

4.17.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to transportation are listed below. A project may have a significant impact if it would:

Threshold 4.17-1: Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Threshold 4.17-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Threshold 4.17-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Threshold 4.17-4: Result in inadequate emergency access.

4.17.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b). The following land use and/or zone changes and programs were modeled using the SCAG model to estimate Project's VMT per service population per methodology described in Section 4.17.2.1.[11] As a result of Project implementation, growth would be facilitated in the Project area through the development of the following:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area, which would result in approximately 108,390 additional Project area residents.[12] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs, which would generate

[11] See notes provided in Table 4.17-1 in Section 4.17.2.4, Impact Analysis, below, regarding the total service area population (i.e., total employment plus total residential growth used to model Project VMT).

[12] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

approximately 176 new jobs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program includes two conceptual zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of transportation listed in Section 4.17.1.1 above.

Areawide Goals and Policies

Land Use

Policy LU 2.2 Incentivize Gathering Spaces. Incentivize the inclusion of gathering spaces in commercial, mixed-use, and multi-family residential development through parking reductions, floor area ratio increases, or other relevant incentives.

Policy LU 2.3 Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.

Policy LU 2.4 Incorporate Public Facilities in Commercial Centers. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information in active commercial centers.

Policy U 7.3 Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

Mobility

Goal M 1 The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.

Policy M1.1 Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations. Use amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.

Policy M 1.2 Transit Station/Stop Lighting. Prioritize adequate lighting at major transit stations/stops to increase visibility and overall passenger safety.

Policy M 1.3 Transit Stations as Assets. Work with Metro to seek opportunities to incorporate public art and other amenities at transit stations to enhance the local environment.

Policy M 1.4 Station Safety and Maintenance. Support local and regional agencies to improve safety, maintenance, beautification, and coordination of services in station areas.

Policy M 1.5 Prioritize Transit. Prioritize Transit. Collaborate with Metro on a transit program that prioritizes transit by creating bus priority lanes, where appropriate, that improve transit facilities and reduce transit-passenger wait times.

Goal M 2 The pedestrian and bicycle networks are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connect to activity centers.

Policy M 2.1 Pedestrian Connections. Increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of 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. (Refer to Complete Streets and Active Transportation Design policies in the Mobility Element of the General Plan for more information.)

Policy M 2.2 Street Trees. Expand the use of street trees and lighting to provide an inviting walking environment and shade, especially along major corridors.

Policy M 2.3 Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

Policy M 2.4 Bicycle Amenities. Increase opportunities for convenient and safe bicycle use 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 M 3 Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy M 3.1 Car Sharing and Carpooling. Support initiatives and programs to expand car sharing and carpooling opportunities.

Policy M 3.2 Circulation Efficiency. Monitor local circulation systems to promote efficient and connective travel across multiple modes of mobility. (Refer to Transit Efficiency, Multimodal Transportation, and Travel Demand Management policies in the Mobility Element of the General Plan for more information.)

Policy M 3.3: Curbside Management. Prioritize reliable transit and safe bicycling infrastructure, followed by other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, small public spaces as well as on-street parking to better manage the various demands on the urban curb.

Goal M 4 Parking, of all kinds, throughout the community is adequate, compliant with all applicable regulations, and is connective to other transportation modes.

Policy M 4.1 Discourage surface parking adjacent to the sidewalk along major streets and encourage on-site parking located underground, at the rear of parcels, or buffered from view by transit supportive uses with convenient pedestrian access to the primary building entrance. Where surface parking lots are visible from street view, provide trees and other vegetation as a visual buffer. Require all surface parking lots to include landscaping along the perimeter of pedestrian paths and the edges of the lot.

Policy M 4.2 Structured Parking. Encourage ground-floor structured parking to be buffered from the pedestrian environment through strategies such as wrapping the structure with active retail uses, placing entrances off the street, and screening with landscaping or art.

Policy M 4.3 Parking Requirements. Develop appropriate parking requirements that enable commercial, industrial, and residential development to flourish in an efficient and compatible manner.

Policy M 4.4 Shared Parking. Encourage shared parking to allow for the more efficient use of existing facilities.

Policy M 4.5 Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, 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.

Policy M 4.6 Park Once Districts. Park Once Districts allow visitors to park in one location and reach multiple destinations on foot before returning to their vehicle. Where traffic volumes and commercial activity levels allow, establish a Park Once District, which may include any of the following provisions:

- Adjacent property owners are permitted to share parking lots.

- On-street parking spaces and public parking lots are to allow a set number of parking for free or for a reduced fee.
- Docking stations for bikeshare vehicles are to be provided.

Transit Oriented Districts

Goal TOD 1 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy TOD 1.1 Housing and Mixed-Use Development. Provide mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. (Refer to Infill Development policies in the Land Use Element and Housing Availability policies in the Housing Element of the General Plan for more information.)

Policy TOD 1.2 Public Facilities and Transit. Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.

Policy TOD 1.3 Publicly Accessible Open Space. Require new private development to install and maintain publicly accessible open space in the form of public plazas, pocket parks, passive and active recreation areas.

Policy TOD 1.4 Incentivize Specific Uses. Incentivize development that incorporates desired uses, such as affordable housing, job-generating uses, community-serving retail and services, entertainment venues, or other uses that meet the public's daily needs. Incentives can include reduced parking requirements, increased floor area ratio, increased height allowance, or other methods.

Policy TOD 1.5 Active Ground Floor. Promote high-quality urban design and active ground floors through design standards and a variety of allowed uses on major mixed use and commercial corridors.

Policy TOD 1.6 Parking. Efficiently manage the supply and demand of parking to accommodate customer, commuter, and resident parking, and encourage the use of shared parking whenever possible.

Goal TOD 2 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy TOD 2.1 Commercial Uses. Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers.

Policy TOD 2.2 Active Transportation. Prioritize station area design to support active transportation and connectivity to the pedestrian and bicycle networks.

Policy TOD 2.3 Station Area Identity. Create physical and visual connections between each Metro rail 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. (Refer to Active Transportation Design policies in the Mobility Element of the General Plan and the Connectivity section of this plan for related policies.)

Policy TOD 2.5 Public Art. Integrate public art throughout TODs, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.

Policy TOD 2.6 Sidewalks. Prioritize sidewalk repairs, ensuring ADA accessibility, within a half-mile radius of an identified TOD.

Policy TOD 2.7 At-Grade Rail Crossing. Inventory pedestrian rail crossings within the TOD station areas and seek funding opportunities for pedestrian safety enhancements.

Environmental Justice

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.2 Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, and schools.

Economic Development

Goal ED 4 Capitalize on regional location and transportation network to improve access to businesses.

Policy ED 4.1 Incentivize local businesses to encourage employees to use rail, bus, and ride-sharing services.

Policy ED 4.2 Promote the location of key industry clusters and employment hubs near transit-rich areas.

Safety and Climate Resiliency

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR 3.1 Urban Cooling. Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy S/CR 3.3 Improved Shade. Increase shade through trees and shade structures.

Policy S/CR 3.4 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Policy S/CR 3.5 Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Community-Specific Goals and Policies

East Los Angeles

Goal 1 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 1.1 Metro L Line Extension. Support the Metro L Line Eastside Extension Phase 2 Project to extend accessibility and connectivity to both the east and south of the community.

Policy 1.2 Transit Connections. Explore the feasibility of adding a transit stop within East Los Angeles that better connects the community to the Los Angeles County and USC Medical Center in the neighboring City of Los Angeles.

Goal 2 The pedestrian and bicycle networks in East Los Angeles are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers such as community and recreational centers, schools, and transit centers, among others.

Policy 2.1 Require developers to construct sidewalks and street trees as part of their development projects, including single-family infill developments in neighborhoods.

Policy 2.2 Reduce the creation of driveways and car access curb cuts, especially if there is alley access to the parcel and/or multiple parcels can utilize the same car access curb cut to access their sites.

Policy 2.3 Require construction of ADA-compliant sidewalks and street crossing and retrofit existing sidewalks with ADA-compliant ramps, per federal requirements.

Policy 2.4 Require shading structures in commercial developments within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

Policy 2.5 Install pedestrian-scale lighting within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, Atlantic Boulevard.

Policy 2.6 Consider permanent or temporary street closures and expanding and improving bike-walk streets, which are not entirely closed to cars but use physical infrastructure to slow cars.

Goal 3 Comprehensive Design. Design streets and sidewalks that meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy 3.1 Transit Route Prioritization. Prioritize pedestrian and bicycle improvements on corridors that provide access existing transit routes including South Atlantic Avenue and 3rd Street.

Policy 3.2 Improve and maintain priority transit stops with amenities such as shelters, benches, trash cans, and bike parking, focusing first on improving stops in lower-income and low-car ownership areas.

Policy 5.1 Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long term economic development and promote equitable outcomes for current residents and local business owners.

East Rancho Dominguez

Goal 6 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 6.1 Metro C Line Connection. Work with Metro to explore opportunities to connect the community to the Long Beach Boulevard Station via transit.

Goal 7 Improve pedestrian safety by enhancing pedestrian infrastructure with a focus on the southern portion of the community.

Policy 7.1 Pedestrian-Scale Improvements. Prioritize pedestrian safety improvements, including installing pedestrian-scale lighting near transit stops along Atlantic Avenue and Compton Boulevard.

Goal 8 Improve bicycle facilities and amenities.

Policy 8.1 Routes Aligned with County Plans: Prioritize bicycle improvements aligned with the County of Los Angeles Bicycle Master Plan and Vision Zero Action Plan with a focus on east–west connections and connections to the Los Angeles River Bicycle Trail.

Policy 8.2 Safety Improvements Near High-Use Bus Stops. Work with bus service providers to improve pedestrian-level street lighting at bus stops.

Goal 9 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 9.1 Opportunity Area Improvements. Prioritize complete street improvements along Compton Boulevard and Atlantic Avenue and the Neighborhood Center at the corridor intersection.

Goal 10 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 10.1 Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Atlantic Avenue and East Compton Boulevard, which are identified as Opportunity Areas in the County General Plan.

Policy 10.2 Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

Florence-Firestone

Goal 11 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 11.1 Transit Station Safety. Work closely with regional agencies and others to increase transit ridership and mode share through an enhanced transit customer experience that addresses safety, station lighting, and visible security measures. The Slauson and Firestone stations have specifically been noted by the public as concerns.

Policy 11.3 Safe Transit Access. Provide safe and clearly designated pedestrian crosswalks to the at-grade Florence Station.

Goal 12 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 12.1 Collision Concentration Corridor Improvements. Prioritize infrastructure improvements for walking and biking along high-crash corridors in the northern and western parts of the community and near Metro A Line stations.

Policy 12.2 ADA Accessibility. Improve ADA accessibility by upgrading pedestrian facilities along major corridors, particularly Firestone Boulevard and residential streets south of Firestone Boulevard.

Policy 12.3 Rail to River Active Transportation Corridor Project. Once completed, prioritize improvements identified in the Rail to River Active Transportation Corridor Project, particularly around Slauson Station.

Goal 13 Create vibrant TODs with high quality architecture, mixed-use development at transit nodes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and beautiful active transportation network.

Policy 13.1 Transit Oriented Development (TOD) Specific Plan Areas. Prioritize complete street improvements within the TOD Specific Plan areas.

Policy 13.2 Mixed Use Corridors. Increase economic vitality by supporting neighborhood mixed use along Nadeau, Holmes, Compton and Firestone to provide housing, jobs and neighborhood services for community members in proximity to the Metro A Line stations.

Policy 13.3 Unbundled Parking. Require unbundled parking for housing units in mixed use areas to separate the cost to rent a parking space from the cost of renting a

residential unit, increasing affordability, and supporting more sustainable development.

Policy 13.4 Slauson Avenue Station Transit District. Leverage the future West Santa Ana Branch transit line shared station area and Rail to Rail pedestrian and bicycle corridor by re-envisioning the Slauson Station TOD area to create a vibrant high-density job-generating district that supports taking transit, walking, and biking with housing, employment uses, and neighborhood services.

Policy 13.5 Firestone Neighborhood Housing Options. Enable a wider variety of low to medium density housing options within parts of the ½ mile area around the Firestone Metro A Line stations to increase housing supply and help lower residential risk to displacement.

Policy 13.6 Slauson Station Access. Prioritize access improvements focused around Slauson Station to further support future West Santa Ana Branch and Rail to Rail transportation investments.

Goal 14 Residents can live, work, learn, and recreate in a transit-oriented community.

Policy 14.4 Firestone Boulevard Station Land Uses. Develop diverse community-serving commercial retail and services with continuous, pedestrian-oriented street frontage to activate the Firestone Boulevard commercial corridor and station adjacent areas.

Policy 14.5 Metro A Line Access. Coordinate with Metro to provide direct, clear, and safe pedestrian access to bus transfers at the Metro A Line stations.

Policy 14.6 Maintain neighborhood stability further from Metro Stations. Focus new development around the three Metro A Line stations by maintaining existing residential zoning outside the TOD areas.

Policy 15.2 Transit Centers. Promote the areas identified as Transit Centers as land suitable for regional employment and commercial retail uses and complementary uses such as multifamily housing.

Goal 16 Capitalize on regional location and transportation network to improve access to businesses.

Policy 16.3 Pedestrian and Bicycle Facilities. Improve the surrounding pedestrian and bicycle infrastructure near transit hubs to increase retail activity and act as a catalyst for economic growth and development.

Walnut Park

Goal 18 The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.

Policy 18.1 West Santa Ana Branch Transit Corridor Improvements. Support corridor improvements that provide increased Metro A Line access to the community and

to Downtown Los Angeles, Gateway Cities, and South Los Angeles, including the proposed station at Florence Avenue and Salt Lake Avenue.

Goal 19 Improve pedestrian and bicycle infrastructure along commercial corridors.

Policy 19.1 Opportunity Areas. Prioritize pedestrian and bicycle infrastructure improvements in Opportunity Areas close to the Florence Station of the Metro A Line, Pacific Boulevard, Florence Avenue, and Seville Avenue that are aligned with the Community Pedestrian Plan and the County's Bicycle Master Plan.

Policy 19.2 Active Transportation Funding. Pursue funding for the design and construction of a project that incorporates the community preferred improvements from the State's Active Transportation Program and other similar grant opportunities.

Goal 20 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 20.1 Complete Street Prioritization. Prioritize complete street enhancements along Pacific Boulevard, Seville Avenue, and Florence Avenue.

Policy 20.2 Safe Routes to Parks. Prioritize bicycle and pedestrian routes that provide safe access to parks.

Policy 20.3 Connections to Transit. Prioritize connections in the southwest residential neighborhood to enhance connection to local and regional bus system.

West Athens-Westmont

Goal 23 The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.

Policy 23.1 Vermont Transit Corridor. Support opportunities to extend and coordinate service amongst transit lines and transit agencies/providers, like Metro's feasibility study to extend the transit corridor into the South Bay.

Goal 24 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 24.1 Pedestrian and Bicyclist Safety. Prioritize pedestrian and bicycle improvements along Vermont Avenue, Normandie Avenue, Imperial Highway, and within the Transit Oriented Development Specific Plan Area.

Policy 24.2 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Pan, with particular focus in the northern half of the community and on major thoroughfares where crashes involving pedestrians and cyclists are most heavily concentrated.

Goal 25 Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.

Policy 25.1 Transit Oriented Development Specific Plan. Prioritize complete street improvements within the Transit Oriented Development Specific Plan Area.

Policy 25.2 Vermont/Athens Station. Prioritize pedestrian improvements near the Vermont/Athens Station.

Goal 26 Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.

Policy 26.1 Connect Southwest LA: A Specific Plan for West Athens-Westmont (2020). Support recommendations to implement a safer, pedestrian-friendly, vibrant, and community-inspired and -oriented transit station at the Vermont/Athens Metro C Line (Green) station.

Goal 27 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 27.1 Infill Development. Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial land, particularly around the Transit and Neighborhood Center Opportunity Areas.

Policy 27.2 Neighborhood Serving Uses. Encourage neighborhood serving uses along the Corridor Opportunity Area that are compatible with surrounding residential uses.

Policy 27.3 Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Western Avenue, Vermont Avenue, and Normandie Avenue.

Goal 28 Diverse industries that provide quality work for the local community.

Policy 28.1 Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

Policy 28.2 Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

West Rancho Dominguez

Goal 29 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 29.1 Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

Policy 29.2 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan.

Goal 30 A variety of retail types meeting local needs and offering a mix of products and services.

Policy 30.1 Opportunity Areas. Promote Opportunity Areas and commercial corridors, such as Rosecrans Avenue and Avalon Blvd, as key locations suitable for restaurants, grocery stores, and other neighborhood serving uses to activate the planning area.

Policy 30.2 Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

Goal 31 Support introduction of cleaner and quieter industrial uses.

Policy 31.1 Facilitate transition. Encourage neighborhood-friendly clean, green, light industrial uses to minimize the impact on historically industry-adjacent residents.

Policy 31.2 Clean Tech Industries. Attract clean tech industries such as research and development in areas along the Avalon Blvd and San Pedro St corridors.

Willowbrook

Goal 32 Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.

Policy 32.1 Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Pan, with particular focus on the top 20 Collision Concentration Corridors and at-grade rail crossings.

Goal 33 Create complete streets that improve access to the Transit Oriented Development Specific Plan Area.

Policy 33.1 Access Through the Community. Prioritize complete street improvements that enhance access through the community and between residential and commercial areas.

Policy 33.2 Dead-End Streets. Reconfigure dead-end streets to allow for pedestrian and bicycle cut-throughs.

Goal 34 Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.

Policy 34.1 Willowbrook TOD Specific Plan. Support recommendations to facilitate mixed use development and increase housing opportunities and neighborhood-serving retail uses, all while improving pedestrian linkages to major community assets like the Kenneth Hahn Plaza, MLK Medical Center, and the Charles R. Drew University of Medicine and Science.

Policy 35.1	Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.
Policy 35.2	Healthcare Services and Office Uses. Encourage neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro A/C Line Station and Opportunity Areas identified as Transit Center, Corridor and Neighborhood Center Opportunities.
Policy 36.1	Transit Centers. Promote the area in the Transit Center as suitable for educational services and health care industries and neighborhood serving retail.

4.17.2.4 Impact Analysis

Threshold 4.17-1 Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Project would be consistent with policies, plans, ordinances, and programs addressing 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), LA Metro, the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, Step by Step Los Angeles County and TOD Program 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 the seven unincorporated communities in the Project area.

Consistency with Regional Plans

Connect SoCal, the SCAG RTP/SCS. As part of 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 land use and transportation policies 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. The socioeconomic data associated with the land use changes proposed in the Project 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 Metro Area Plan is consistent with the transportation-related goals and policies of Connect SoCal, and the does not conflict with anything related to the circulation system. The Metro Area Plan would be consistent with the policy framework and goals of Connect SoCal.

The Project's consistency with overall goals of Connect SoCal is described in Table 4.17-3, below.

Table 4.17-3. Connect SoCal (SCAG 2020–2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project's Potential to Conflict
Goal 1: Encourage regional economic prosperity and global competitiveness	*Would Not Conflict*. The Project would facilitate the development of 30,968 housing units and create 176 new ACU related jobs in the Project area. In addition, the Project's proposed Industrial Program could result in approximately 1,124,731 square feet of new clean industrial, small manufacturing and/or life sciences facilities on candidate parcels within the Project area and create approximately 3,515 clean industrial related jobs. The addition of housing and industrial sites would be along existing major roadways and regional transit network comprising of bus lines and Metro (i.e., Metro A, C and L Lines). As such, the Project would improve regional economic development through its proximity to these networks. Additionally, one of the Project objectives is to improve the jobs/housing balance in the County by creating more jobs as well as providing more housing options and increasing the tax base for the County. The Project also includes goals and policies to foster responsible economic growth in TODs or areas that support existing development, such as areawide Goals TOD 2 and ED 4 and Policies LU 2.3, TOD 1.4, 1.5, 2.1, and ED 4.2 as well as community-specific Goals 9, 10 , 12, 13, 14, 16, 20, 25, 26, 27, 29, 30, 31, 32, 33, and 34, and Policies 5.1, 9.1, 10.1, 10.2, 13.1, 13.2, 13.4, 14.4, 15.2, 16.3, 19.1, 20.1, 25,1, 26.1, 27.1, 27.1, 27.3, 28.1, 28.2, 30.1, 30.2, 31.2, 34.1, 35.1, and 36.1. Therefore, the Project would not conflict with this goal.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	*Would Not Conflict*. The Project area is served by local and regional bus transit lines as well as Metro lines A, C and L and some of the community plans are located entirely within SCAG's high quality transit areas. Implementation of the Areawide Plans and Policies and development of the Project area would increase transit accessibility of jobs and services within the Project area vicinity. The Project area would bring residential development to nearby employers, provide new clean industrial, small manufacturing and/or life sciences facilities in existing industrial areas, and provide accessory commercial spaces (i.e., ACUs) to provide necessary amenities within walking distances and thereby reduce travel demands as well as VMT for residents and employees in the Project area. The Project also includes a number of goals and policies in support of improved mobility, accessibility, reliability, and travel safety, including areawide Goals M 1, 2, 3, 4, TOD 1, 2, and HW/EJ 2 and Policies LU 7.3, M 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.3, 2.4, 3.1, 3.3, 4.1, TOD 2.2, 2.6, 2.7, HW/EJ 2.2, S/CR 3.1, 3.3, 3.5, as well as community-specific Goals 1, 2, 3, 6, 7, 8, 9, 11, 12, 13, 14, 18, 19, 20, 23, 24, 25, 29, 32, 33, and 34 and Policies 1.1, 1.2, 2.1 through 2.6, 3.1, 3.2, 6.1, 7.1, 8.1, 8.2, 11.1, 11.3, 12.1, 12.2, 12.3, 13.1, 13.2, 13.4, 13.6, 14.5, 16.3, 18.1, 19.2, 20.1, 20.2, 20.3, 23.1, 24.1, 24.2,

Table 4.17-3. Connect SoCal (SCAG 2020–2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project's Potential to Conflict
	25.1, 25.2, 26.1, 29.1, 29.2, 32.1, 33.1, 33.2, and 34.1. Therefore, the Project would not conflict with this goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system	*Would Not Conflict*. The Project would provide new living and working opportunities in close proximity to transit, thereby increasing ridership. Public transit that operates in the vicinity of the Project site includes the Metro Lines A, C and L and multiple bus lines as described in 4.17.1.2. In addition, the Project includes a number of goals and policies aimed at enhancing the preservation, security and resiliency of the transportation system, including areawide Goals M 1, 2, 3, TOD 2, and HW/EJ 2 and Policies M1.1 through 1.5, 3.2, and HW/EJ 2.2, as well as community specific Goals 1, 2, 3, 6, 7, 8, 9, 11, 12, 13, 14, 18, 19, 20, 23, 24, 25, 29, 32, 33, and 34 and Policies 1.1, 1.2, 2.1 through 2.6, 3.1, 3.2, 6.1, 7.1, 8.1, 8.2, 11.1, 11.3, 12.1, 12.2, 12.3, 13.1, 13.2, 13.4, 13.6, 14.5, 16.3, 18.1, 19.2, 20.1, 20.2, 20.3, 23.1, 24.1, 24.2, 25.1, 25.2, 26.1, 29.1, 29.2, 32.1, 33.1, 33.2, and 34.1. Therefore, the Project would not conflict with this goal.
Goal 4: Increase person and goods movement and travel choices within the transportation system	*Would Not Conflict*. The Project area is served by existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. The County's General Plan and Bicycle Plan propose that additional Class II and III facilities are planned in the Project area. The Project would increase the mix of land uses and increase diversity of uses in the Project area to allow future residences and employees to access the existing transportation system. As such, the Project would increase the accessibility to the transportation system and increase the persons using the transit infrastructure. The Project also includes a number of goals and policies in support of increased accessibility, connectivity, and transit system safety, which could increase the number of people and businesses utilizing multimodal transit, including areawide Goals M 1, 2, 3, 4, TOD 1, 2, and HW/EJ 2 and Policies LU 7.3, M 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.3, 2.4, 3.1, 3.3, 4.1, TOD 2.2, 2.6, 2.7, HW/EJ 2.2, S/CR 3.1, 3.3, 3.5, as well as community-specific Goals 1, 2, 3, 6, 7, 8, 9, 11, 12, 13, 14, 18, 19, 20, 23, 24, 25, 29, 32, 33, and 34 and Policies 1.1, 1.2, 2.1 through 2.6, 3.1, 3.2, 6.1, 7.1, 8.1, 8.2, 11.1, 11.3, 12.1, 12.2, 12.3, 13.1, 13.2, 13.4, 13.6, 14.5, 16.3, 18.1, 19.2, 20.1, 20.2, 20.3, 23.1, 24.1, 24.2, 25.1, 25.2, 26.1, 29.1, 29.2, 32.1, 33.1, 33.2, and 34.1. Therefore, the Project would not conflict with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality	*Would Not Conflict*. The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce greenhouse gas emissions and improve air quality. As further described under Threshold 4.17-2, the Project's vehicle miles traveled (VMT) per service population (22.30) would be less

Table 4.17-3. Connect SoCal (SCAG 2020–2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project's Potential to Conflict
	than 12.7% of the County's threshold average VMT (25.30). Thus, the Project would not result in significant VMT impacts that further contribute to greenhouse gas emissions. In addition, the Metro Area Plan allows land use designations which creates a mix of land uses some of which would be within walking distance of one another, and streets that are attractive to pedestrians. One of the goals of the Project is to improve air quality by providing housing consistent with the Housing Element for those who work in the County so that they may reduce their vehicle miles traveled to the extent possible. Therefore, the Project would not conflict with this goal.
Goal 6: Support healthy and equitable communities	*Would Not Conflict.* The Metro Area Plan implements land use and zone changes, which create a mix of land uses that are within walking distance of one another, and introduces local commercial uses (including ACUs) that are attractive to pedestrians. Thus, the Project would promote healthy, walkable communities. One of the objectives of the design guidelines of the Metro Area Plan is to facilitate a safe and walkable community by providing a mix of land uses, including commercial at the street-level with residential uses above. Further, the Project would seek to provide additional housing opportunities in a variety of housing sizes, types, and densities to support an equitable community. The Project would contribute housing and employment opportunities to the community, thereby contributing to a more balanced local economy. In addition to goals and policies supporting pedestrian and bicycle infrastructure improvements, the Project also includes a number of environmental justice and sustainability goals and policies, which would help support healthy and equitable communities (e.g., Goals HW/EJ 2 and S/CR 3 and Policies HW/EJ 2.2, S/CR 3.1, 3.3, 3.4, and 3.5). Therefore, the Project would not conflict with this goal.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	*Would Not Conflict.* Development implemented under the Metro Area Plan would comply with sustainability-focused measures such as building design energy efficiency that meets or exceeds Title 24 requirements such as energy efficient exterior lighting, low-VOC emitting building materials[13], and/or roof structures to support solar panels, as well as LID features such as parking lot areas with storm water management practices to treat runoff. Future development implemented under the MAP would also be encouraged to incorporate elements such as green alleys, shade trees, and other features to reduce the impacts of climate changes (Metro Area Plan Goal S/CR 3 and Policies S/CR 3.1, 3.2, 3.3, 3.4, and 3.5). The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, would ensure that Project meets the County's requirements for sustainability and green

[13] Materials that emit chemicals, which can compromise indoor air quality.

Table 4.17-3. Connect SoCal (SCAG 2020–2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project's Potential to Conflict
	development, both for construction and operation. In addition, the Project would increase density in areas with high access to the region's transportation network and would facilitate the development of a mix of housing types near transit stations and within mixed-use commercial/residential areas. Thus, the Metro Area Plan would support a development pattern that places residential uses near employment opportunities. Therefore, the Project would not conflict with this goal.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	*Would Not Conflict.* To further facilitate transit and active transportation, the land use and zone changes implemented by the Metro Area Plan would result in a mix of employment and residential uses with supporting amenities (i.e., bicycle parking) so that employees and residents do not need to use a car to access basic needs throughout the day. The Project area is located within an urbanized portions of the County with access to regional transportation systems that can use new transportation technologies and data driven solutions to provide more efficient travel. Therefore, the Project would not conflict with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	*Would Not Conflict.* The Project would facilitate development of mixed-use, pedestrian-oriented uses with access to alternative modes of transportation. One of the objectives of the Metro Area Plan is to provide for additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the County's Housing Element. To further facilitate multiple transportation options, the Metro Area Plan would implement land use changes to facilitate a mix of employment and residential uses with supporting amenities so that employees and residents do not need to use a car to access basic needs throughout the day. The residential units would be developed at a range of densities and affordability levels. Much of the facilitated residential development would be mixed-use to encourage diverse housing types with local serving commercial uses and would be located within or adjected to TODs, which support multiple transportation options. The Project also includes TOD-related goals and policies to facilitate residential and mixed-use development within TODs, including areawide Goal TOD 1 and Policy TOD 1.1 and 1.4. Therefore, the Project would not conflict with this goal.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	*Would Not Conflict*. The Project area is located in a highly urbanized area away from existing agricultural lands and habitat. Given the Project would consist of infill development and/or redevelopment of existing, underutilized sites, the Project would not encroach upon agricultural lands and natural habitat. Therefore, the Project would not conflict with this goal.

Source: SCAG 2020a.

Consistency with Local Plans

Los Angeles County Metropolitan Transportation Authority. The Project would not preclude 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. The Project would not conflict with any of the Metro initiated plans, as discussed in Section 4.17.1.1 Regulatory Setting.

Los Angeles County General Plan Mobility Element. The Los Angeles County 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 the County, including interconnected and safe bicycle and pedestrian-friendly facilities that promote active transportation and transit use. The General Plan also contains elements that support alternative transportation programs, such as increased ridership on public transit and developing public transit as an alternative to automobile travel. Implementation of the Project would not conflict with General Plan policies applicable to the circulation system.

Bicycle Master Plan. The Bicycle Master Plan also contains elements that support alternative transportation programs, including increased ridership on public transit, developing mass transit as an alternative to automobile travel, the development of rail transit or exclusive bus lanes in high demand corridors, as well as research for and development of new transportation technologies. The Project would support alternative modes of transportation, including walking and bicycling, to reduce total VMT. The County will provide safe and convenient access to safe 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, drainage and flood control facilities, and grade separations, adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The Bicycle Master Plan also contains many programs and policies that would mitigate potential hazards or barriers for bicyclists. Implementation of the Project would not conflict with the Bicycle Master Plan.

Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities. The Step by Step Los Angeles County provides a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. Implementation of the Project would be consistent with goals regarding safe streets, making walking easy and healthy, improving connectivity, equity, safe communities, sustainability, and preservation.

Program 6: Transit Oriented Districts Program. The Project would facilitate the development of housing and mixed-use development within transit-oriented districts within one-half mile of major transit stops, that are near employment, services, and other community amenities.

Consistency with Community Plans and Specific Plans. The seven unincorporated communities are currently subject to numerous and often overlapping plans, policies, and regulations. As discussed in Section 4.17.2.3, the Project would consolidate regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations. While no direct development is proposed as part of the Project, the implementation of Metro Area Plan land use changes and programs would: address the need for affordable housing; include strategies to reduce vehicle miles traveled and improve air quality; support economic development; facilitate mitigation of industrial-related environmental hazard; facilitate and support community-serving green spaces in urban areas; and promote the preservation of culturally significant landmarks and community practices.

Implementation of the Project would establish the Metro Area Plan as a component of the General Plan. In the same measure, implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the Metro Area Plan. As such, whether an existing local-level plan is absorbed into the Metro Area Plan (as with Florence-Firestone Community Plan) or exists as an ostensibly "separate" plan (such as the TOD specific plans), all community plans and TOD specific plans applicable to the Project area would be components of the Metro Area Plan and would be subordinate and subject to the Project's proposed goals, policies, and standards. In the event that a community or TOD specific plan conflicts with the Metro Area Plan, the Metro Area Plan would ultimately preside, pursuant to the General Plan; however, as discussed above, a primary objective of the Project is to bring all community and TOD specific plans applicable to the Project area into conformance with one another, as well as with the Metro Area Plan, the General Plan, and other applicable regional plans, which would reduce (or avoid) the potential for conflicts to arise in the future, and would create a universal framework for guiding the future growth and development of the Project area through 2035 (County of Los Angeles 2015). Ultimately, the Metro Area Plan, along with any applicable TOD specific plans, would replace all existing community/neighborhood plans as the primary local planning documents for the Project area communities. As a result, the consolidation and simplification of the various existing community plans would not conflict with an applicable community or TOD specific plan addressing the circulation system.

Therefore, as shown in the consistency analysis with all the applicable regional, community, and local plans addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, the Project's impacts would be less than significant.

Threshold 4.17-2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The following discusses the proposed Project's VMT impacts and its consistency with CEQA Guidelines section 15064.3, subdivision (b).

As mentioned under Section 4.17.2.3, Land Use Changes, Programs and Policies, the changes to the residential, commercial and industrial land uses (through the implementation of the Industrial Program) would enable the Project area to accommodate more residents, employees, and visitors. Per the County's Guidelines, the Project would have an impact if it results in average daily VMT per service population that exceeds 16.8 percent below the County Baseline daily VMT per service population for 2022. The Project area within the County was analyzed as described above using the SCAG model.

A detailed discussion of VMT analysis and results using the SCAG model are included in Appendix H-1. The results of the VMT analysis using the SCAG model for the Project area under Year 2022 conditions are provided in Table 4.17-4.

Table 4.17-4. Project Area Model Results

	Total Population	Total Employment[1]	Total Service Population	Daily VMT	Daily VMT per Service Population
Project Area	108,094	3,900	111,994	2,497,393	22.30

Source: CAG RTP/SCS Travel Demand Forecast Model, Translutions Inc.; Appendix H-1; Appendix H-3

1 Based on initial projections, the VMT Modeling Assumptions and Results for the MAP Program EIR (Appendix H-1) used a slightly more conservative estimate for total Project related employment (i.e., 3,900 total jobs) and a slightly less conservative estimate for project-related population growth (i.e., 108,094 total residents) The revised estimate reflected in the Project Description of this Recirculated Draft PEIR reduced total Project-related employment from approximately 3,900 to approximately 3,691 Project

related jobs and increased projected population from 108,094 to 108,390 total residents. This resulted in a slight increase in projected service population (i.e., residents plus employees) from the originally modeled service population of 111,994 to a revised service population of 112,081 (or an increase in service population by 87). However, as described in further detail in the VMT Consistency Analysis Memorandum (provided as Appendix H-3 of this Recirculated Draft PEIR), the nominal increase in service population which would potentially result in nominal decrease in total Project VMT, would not result in an increase to the Project VMT per service population (i.e., 22.30 VMT per service population) estimated from the SCAG model run documented in Appendix H-1. Therefore, it can be concluded that this change in population and employment to the Project would not be substantial or result in a significant VMT impact (see Appendix H-3 for further details related to VMT and the proposed increase in total service population).

Based on the results of the VMT analysis using the SCAG model and as shown in Table 4.17-5, the County's baseline year 2022 has an average daily VMT per service population of 30.70, and 16.8% below the County's baseline would determine the threshold as 25.54 daily VMT per service population. The results of the Project's model analysis were compared to the 2022 County Baseline VMT and the 2022 County VMT Threshold (16.8 percent below the County's baseline) provided in Table 4.17-5.

Table 4.17-5. Project VMT Metrics and Impact

Metric	County Baseline (Year 2022)	LA County VMT Threshold - 16.8% below County Baseline (Year 2022)	Project Area VMT
Daily VMT per SP	30.7	25.54	22.30

Source: SCAG RTP/SCS Travel Demand Forecast Model, Translutions Inc and Appendix H-1

To meet the threshold of 16.8% below County's baseline and have a less than significant VMT impact, the daily VMT per service population of the Project should be approximately 25.54 or less. As shown in Table 4.17-5, the Project's daily VMT per service population would be 22.30, which is below than the County's threshold of 25.54 daily VMT per service population.

Therefore, per County's VMT significance criteria for direct impact determination, the Project would have a less than significant VMT impact. Therefore, the Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) related to the VMT threshold. Impacts would be less than significant, and no mitigation is required.

Threshold 4.17-3 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The transportation analysis in this Recirculated Draft PEIR has been prepared at a programmatic level for the Project area and the Project does not propose any direct development or new roads or intersections. However, individual projects facilitated as a result of Project implementation would be subject to the County's development plan review process in accordance with Division 9, Administration, of the County Zoning Code. At that time, any specific traffic hazards due to geometric design around the project sites would be identified. However, no geometric design issues, however, are reasonably foreseeable at the time of this writing. The Project would facilitate infill development and and/or redevelopment of residential and commercial parcels, in addition to candidate industrial parcels within a built out, urban area. These types of improvements would not involve permanent changes to linear infrastructure, including roadways, and would not introduce any uses that would be incompatible with the surrounding urban environment. Although the project supports mobility improvements, no specific mobility related improvements are proposed, nor would be facilitated as a result of Project implementation.

Individual projects proposed in the Project area, including housing site and future industrial site development (through the implementation of the proposed Industrial Program) would be subject to, and designed in accordance with County standards and specifications which address potential design hazards including sight distance, driveway placement and access, and signage and striping. At intersections or roadways where traffic safety issues are identified, the County works to correct any deficiencies in a timely manner to the degree that is practical and feasible. Additionally, any new transportation facilities, or improvements to roadway facilities associated with individual projects would be constructed based on design standards consistent with Title 15 (Vehicles and Traffic) and Title 16 (Highways) of the County Code, and best practices consistent with General Plan Mobility Element Goal M-1 and M-2. Implementation of the Project would be subject to, and constructed in accordance with, applicable roadway design standards and applicable General Plan and Metro Area Plan goals and policies.

Based on criteria included in the County's Transportation Impact Analysis Guidelines, individual projects may be required to prepare Site Access Studies and/or Site Access Analysis to address needs of vehicles, bicycles and pedestrians. Operational analysis maybe necessary for some individual projects to evaluate primary site access points, unsignalized intersections integral to the project's access, and signalized intersections in the vicinity of the individual project. Potential corrective actions for project access and circulation constraints can include, but are not limited to:

- Installation of a traffic signal or stop signs or electronic warning devices at site access points,
- Redesign and/or relocation of project access points,
- Redesign of the internal access and circulation system,
- Installation of stop-signs and pavement markings internal to the site,
- Restriction or prohibition of turns at site access points,
- Installation of new traffic signal, left-turn signal phasing, or other vehicle flow enhancements at nearby intersections,
- Reconfiguration of intersections that reduces gridlock and unsafe conflict points.

Therefore, a site access analysis of individual projects within the Project area would ensure appropriate improvement measures are identified to reduce hazards due to geometric design features. Therefore, with the implementation of County's TIA guidelines and compliance with applicable provisions of the County Code, the Project would not increase hazards because of a roadway design feature or incompatible uses and impact would be less than significant.

Threshold 4.17-4 Would the project result in inadequate emergency access?

The transportation analysis in this Recirculated Draft PEIR has been prepared at a programmatic level for the Project area. The Project does not propose any direct development or new roadways, or intersections and it does not include any standards that would result in inadequate emergency access. The individual project design and access details such as new or modified driveway locations or curb cuts are unknown at the time of this writing. Therefore, the Recirculated Draft PEIR does not consider impacts to emergency access to properties in the Project area or particular streets along which parcels have been identified for development. However, the Project would allow for greater densities than are currently allowed within the Project area as proposed in the plan, policies, and zoning standards for the Metro Area Plan, and would facilitate temporary construction activities within the Project area, which could temporarily result in impacts to the circulation system.

Any construction activities facilitated as a result of Project implementation that could potentially impact adjacent streets and roadways and thereby interfere with emergency access would be subject to the County's Traffic Control

Requirements (County of Los Angeles 2016). The Traffic Control Requirements provide requirements for temporary traffic controls and access for any permitted activity within the County public rights-of-way when temporary disruption of traffic is implemented. This would include mandatory compliance with the latest California MUTCD, as well with the provision that emergency access to all nearby properties shall be maintained at all times, unless the permit allows a temporary restriction. The Traffic Control Requirements also include requirements related to preparation of a Traffic Control Plan, notifications in advance of closing, partially closing or reopening public throughways, traffic lanes and clearances, and other emergency traffic controls, such as the provision of flagmen, which may also be required pursuant to Section 15.76.170 (Flagmen at construction and maintenance areas) of the County Code (County of Los Angeles 2016, 2022a). Emergency access of individual projects within the Project area would be subject to review by the County and responsible emergency service agencies including the Los Angeles County Fire Department (LACFD), pursuant to Title 9 and Title 32 of the County Code. This would ensure that each project is designed to meet all emergency access and design standards based on the size and intensity of development. Any changes proposed to internal circulation and/or external circulation associated with the implementation of individual projects would be subject to review by the County and responsible emergency service agencies. This would ensure that the Project would be designed to meet all applicable emergency access and design standards and adequate emergency access would be provided.

As mentioned in the General Plan Update EIR, the County will require capacity enhancement of the roadway system, when necessary, to ensure that the future dedication and acquisitions of roadways are based on projected demand and implement the construction of paved crossover points through medians for emergency vehicles. The County will maintain a current evacuation plan, ensure that infill development and/or redevelopment is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations (County of Los Angeles 2015).

Therefore, the Project would have a less-than-significant impact associated with inadequate emergency access.

4.17.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative transportation impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.1-1. Implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the Metro Area Plan. As such, whether an existing local-level plan is absorbed into the Metro Area Plan (as with Florence-Firestone Community Plan) or exists as an ostensibly "separate" plan (such as the TOD specific plans), all community plans and TOD specific plans applicable to the Project area would be components of the Metro Area Plan and would be subordinate and subject to the Project's proposed goals, policies, and standards. Any streamlined affordable housing or TOD related Projects in the County would be implemented in accordance with streamlining provisions set forth by the state and/or County, including those established via SB 743, SB 35, CEQA Program 28, and the Housing Element, and would not be anticipated to conflict with the goals and policies of the General Plan or Connect SoCal. For projects of scale, including future

industrial projects and residential projects that do not qualify for streamlining pursuant to state and/or County provisions, impacts identified for an individual project per the County's transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to consistency with applicable regional and local plans, including Connect SoCal and the General Plan. Therefore, pursuant to existing state and County requirements, all future development would comply with planning, design, and safety standards and would not cumulatively impact the transportation thresholds of significance for compliance with existing regulations, roadway hazards, incompatible use, or emergency access. Therefore, the Project's incremental contribution to impacts related to conflicts with applicable plans would not be cumulatively considerable.

Threshold 4.17-2. Per County's transportation guidelines, land use projects should consider both short- and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis, and long-term or cumulative effects are determined through consistency with the SCAG RTP/SCS. As described previously, 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. As shown in Table 4.17-3, the Project's daily VMT per service population is below threshold of 16.8% below County's baseline and therefore the Project would not have an impact after applying the efficiency based VMT threshold. A less than significant VMT impact, the daily VMT per service population with the Project should be approximately 25.13 or less, The Project demonstrates a less than significant impact after applying the efficiency based VMT threshold. As shown in analysis of Threshold 4.17-1 and Table 4.17-3, the Project is consistent with the SCAG RTP/SCS.

Additionally, the Project is implementing the projections included in the County's Housing Element PEIR (County of Los Angeles 2021). SCAG recognizes that a jurisdiction may need to update their housing elements as part of General Plans and amend zoning and land use designations to accommodate state-mandated RHNA. General Plan and zoning changes may need to accommodate more housing units than reflected in the Connect SoCal's household and population growth projections for individual or combined SCAG TAZs within the jurisdictions (Exceedances). Per Resolution No. 20-624-1 (i.e., SCAG's adoption of the 2020-2045 RTP/SCS PEIR Addendum and Connect SoCal in its entirety), SCAG agrees that such exceedances may not be used to impede a local jurisdiction's compliance with sixth cycle RHNA requirements, to assess impacts of a plan or project under CEQA or affect eligibility for state funding (SCAG 2020b). As the Metro Area Plan implements its mobility/transportation related goals and policies along with other proposed plans in the County such as the Los Angeles Countywide Sustainability Plan 2019 which encourages increased multi-modal travel, the policies and programs provided therein would continue to work toward decreasing VMT (County of Los Angeles 2019c). By proactively engaging with new transportation options and expanding transit through partnerships with LA Metro and Metrolink, and other transit services, the County can increase the likelihood that people choose alternatives to private vehicles, and thereby reduce overall or cumulative VMT. Therefore, the Project's incremental contribution to VMT impacts would not be cumulatively considerable.

Threshold 4.12-3. All future development in the Project area and elsewhere in the unincorporated County, whether facilitated by implementation of the Project, or as a result of related plans and projects, would be required to comply with all applicable local and state provisions related to the circulation system and roadway hazards. Compliance with existing regulations would be ensured through the County's development plan review process, pursuant to Title 9 and Title 32 of the County Code. Applicable local and state provisions would apply to transit facility improvements and other construction activities (including those encroaching upon the public rights-of-way) and would ensure public safety for all road users, including pedestrians and bicyclists. For projects of scale, including future industrial

projects and residential projects that do not qualify for streamlining pursuant to state and/or County provisions,[14] impacts identified for an individual project per the County's transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to hazardous geometric design features and consistency with applicable regional and local plans, including Connect SoCal and the General Plan. Therefore, the Project's incremental contribution to design feature hazards or incompatible uses would not be cumulatively considerable.

Threshold 4.17-4. As discussed in the cumulative impact analysis for Threshold 4.17-4, all future development in the Project area and elsewhere in the unincorporated County, whether facilitated by implementation of the Project, or as a result of related plans and projects, would be required to comply with all applicable local and state provisions related to the circulation system and emergency access. Compliance with existing regulations would be ensured through the County's development plan review process, pursuant to Title 9 and Title 32 of the County Code. Applicable local and state provisions would apply to transit facility improvements and other construction activities (including those encroaching upon the public rights-of-way) and would ensure public and emergency access and safety for all road users, including pedestrians and bicyclists. For projects of scale, including future industrial projects and residential projects that do not qualify for streamlining pursuant to state and/or County provisions, impacts identified for an individual project per the County's transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to inadequate emergency access. Therefore, the Project's incremental contribution to impacts related to emergency access would not be cumulatively considerable.

4.17.2.6 Mitigation Measures

All other impacts related to transportation would be less than significant and no mitigation is required.

4.17.2.7 Level of Significance After Mitigation

Threshold 4.17-1. The Project would have a **less than significant impact** related to conflicts with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Threshold 4.17-2. The Project would have a **less than significant impact** related to conflicts or inconsistencies with CEQA Guidelines section 15064.3, subdivision (b).

Threshold 4.17-3. The Project would have a **less than significant impact** related to substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

[14] California Senate Bill 35 (SB-35) applies in cities that are not meeting their Regional Housing Need Allocation goal for construction of above-moderate income housing and/or housing for households below 80% area median income. SB-35 amends Government Code Section 65913.4 to require local entities to streamline the approval of certain housing projects by providing a ministerial approval process. There are two types of housing permits issued by the County for residential development: Administrative Housing Permits and Discretionary Housing Permits. The Administrative Housing Permit is ministerial and applies to most projects. It involves a typical review timeframe of between 90 and 180 days. For projects requesting incentives and waivers that do not meet specified findings in state law, a Discretionary Housing Permit is required, which involves a much longer review timeframe compared to the ministerial review process (typically between eight to twelve months). Due to the ongoing state and regional housing crisis, expediting the approval of housing, particularly for projects with affordable and/or market-rate older adult housing units, is a County priority. To accelerate housing production, and in compliance with the provisions of SB 35, the County Board of Supervisors has adopted ordinances to "streamline" (i.e., simplify and speed up) the approval of certain housing developments through a ministerial review process. These ordinances are in compliance with the definition of "by right" in Government Code Section 65583.2(i) by not requiring a Conditional Use Permit or other discretionary County review or approval that would constitute a "project" as defined in CEQA (County of Los Angeles 2022b).

Threshold 4.17-4. The Project would have a **less than significant impact** related to emergency access.

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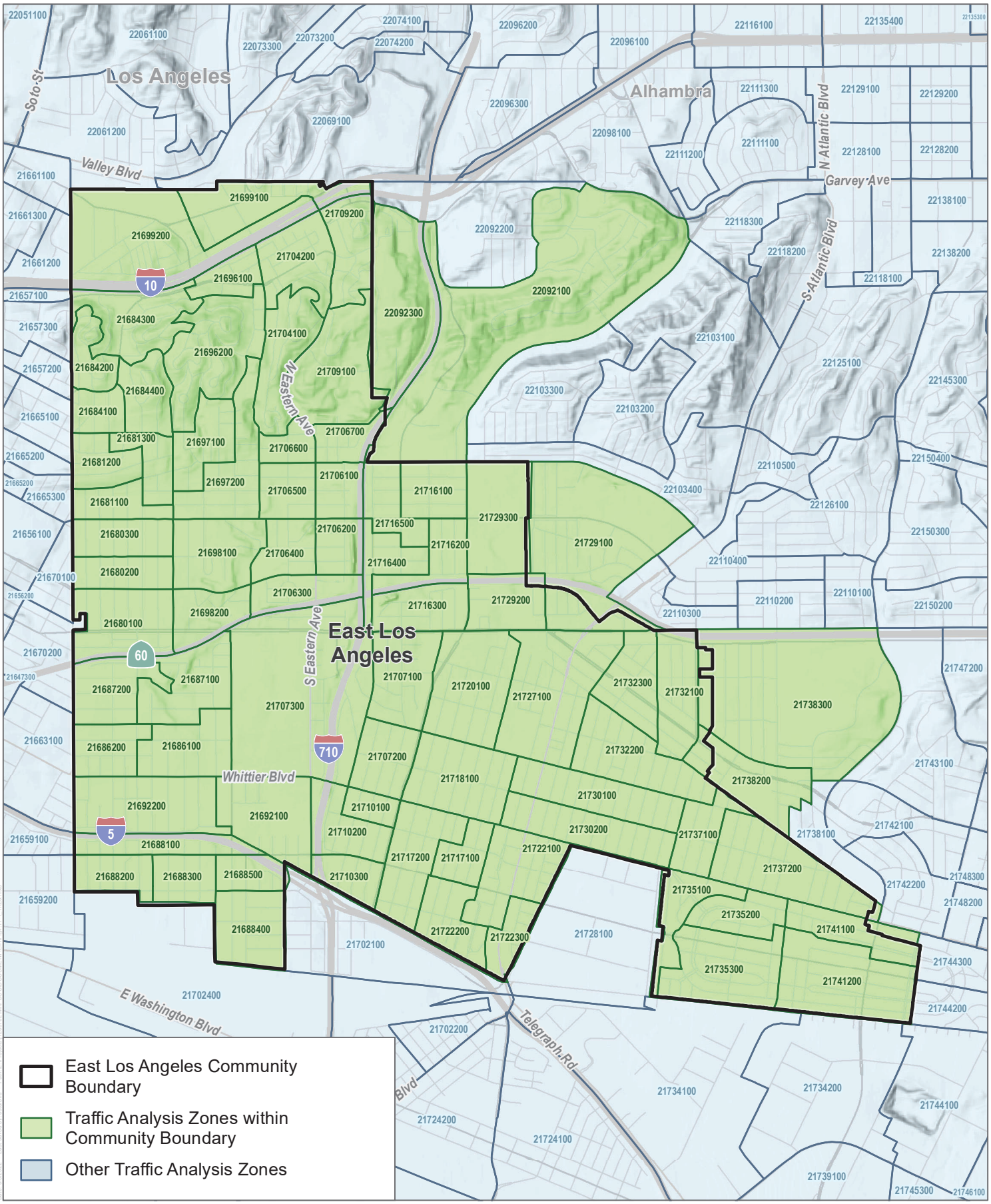

SOURCE: SCAG, Open Street Map

FIGURE 4.17-1A

Traffic Analysis Zones in the Project Area: East Los Angeles

Los Angeles County Metro Area Plan EIR

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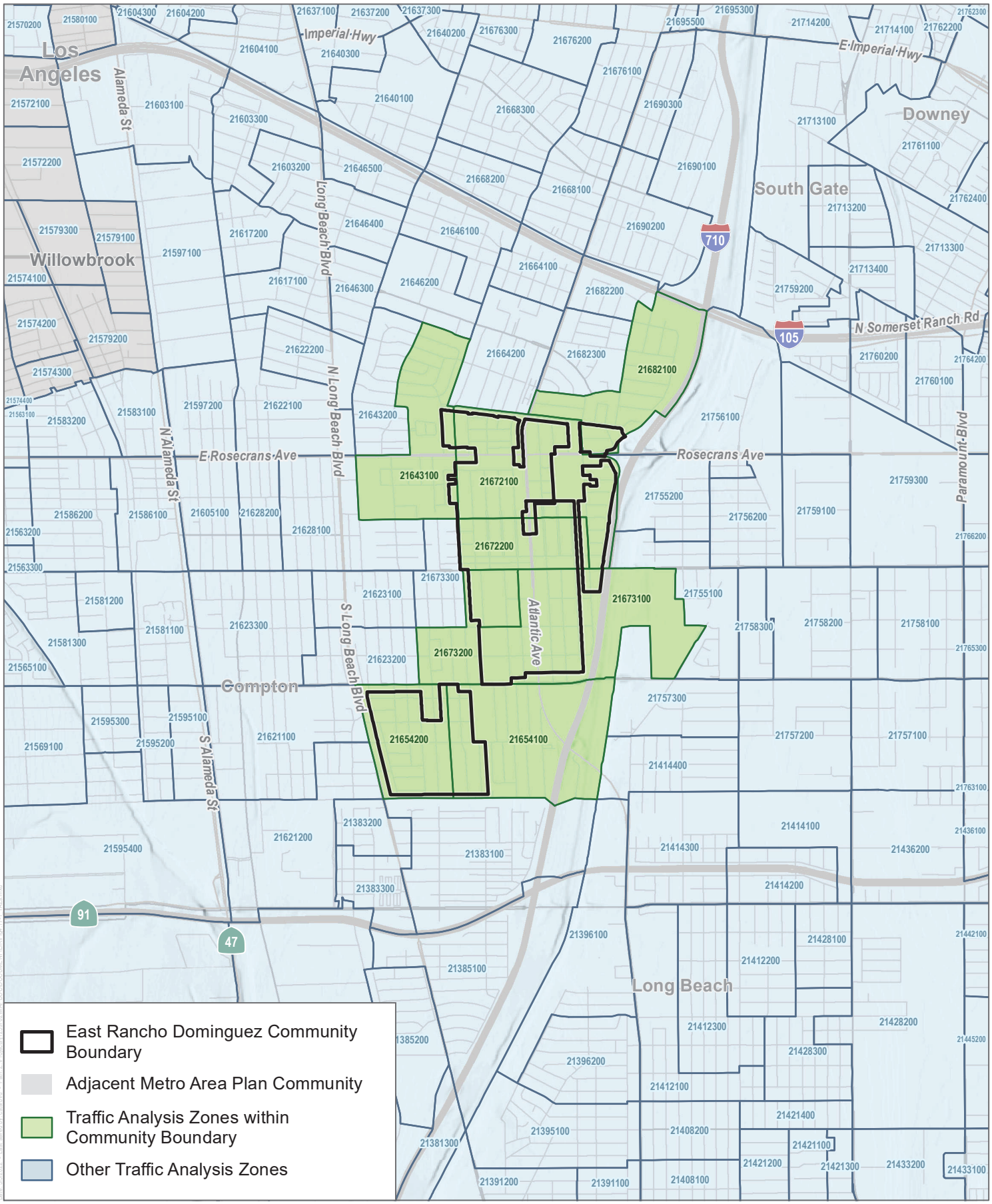

SOURCE: SCAG, Open Street Map

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FIGURE 4.17-1B

Traffic Analysis Zones in the Project Area: East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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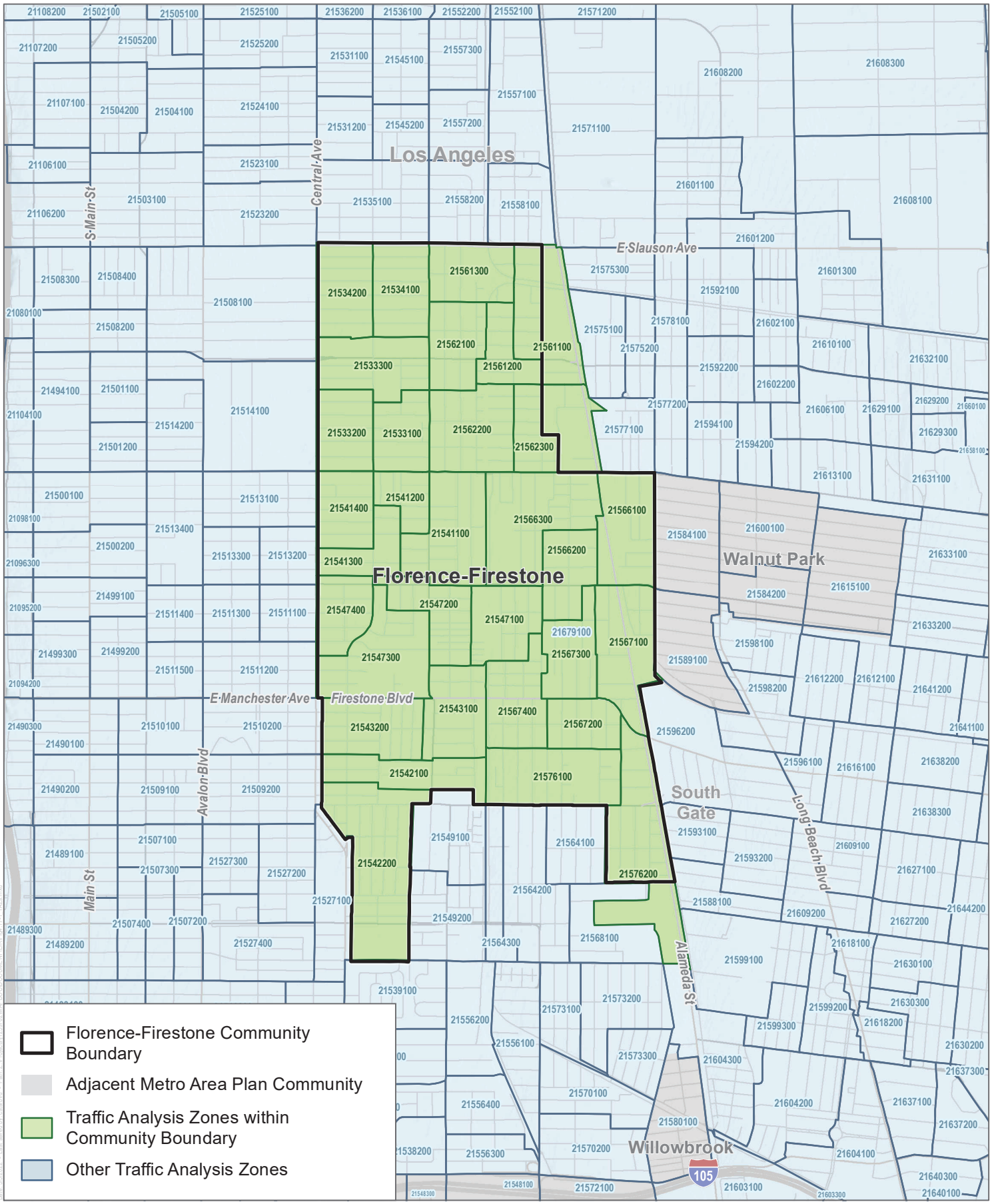

SOURCE: SCAG, Open Street Map

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FIGURE 4.17-1C

Traffic Analysis Zones in the Project Area: Florence-Firestone

Los Angeles County Metro Area Plan EIR

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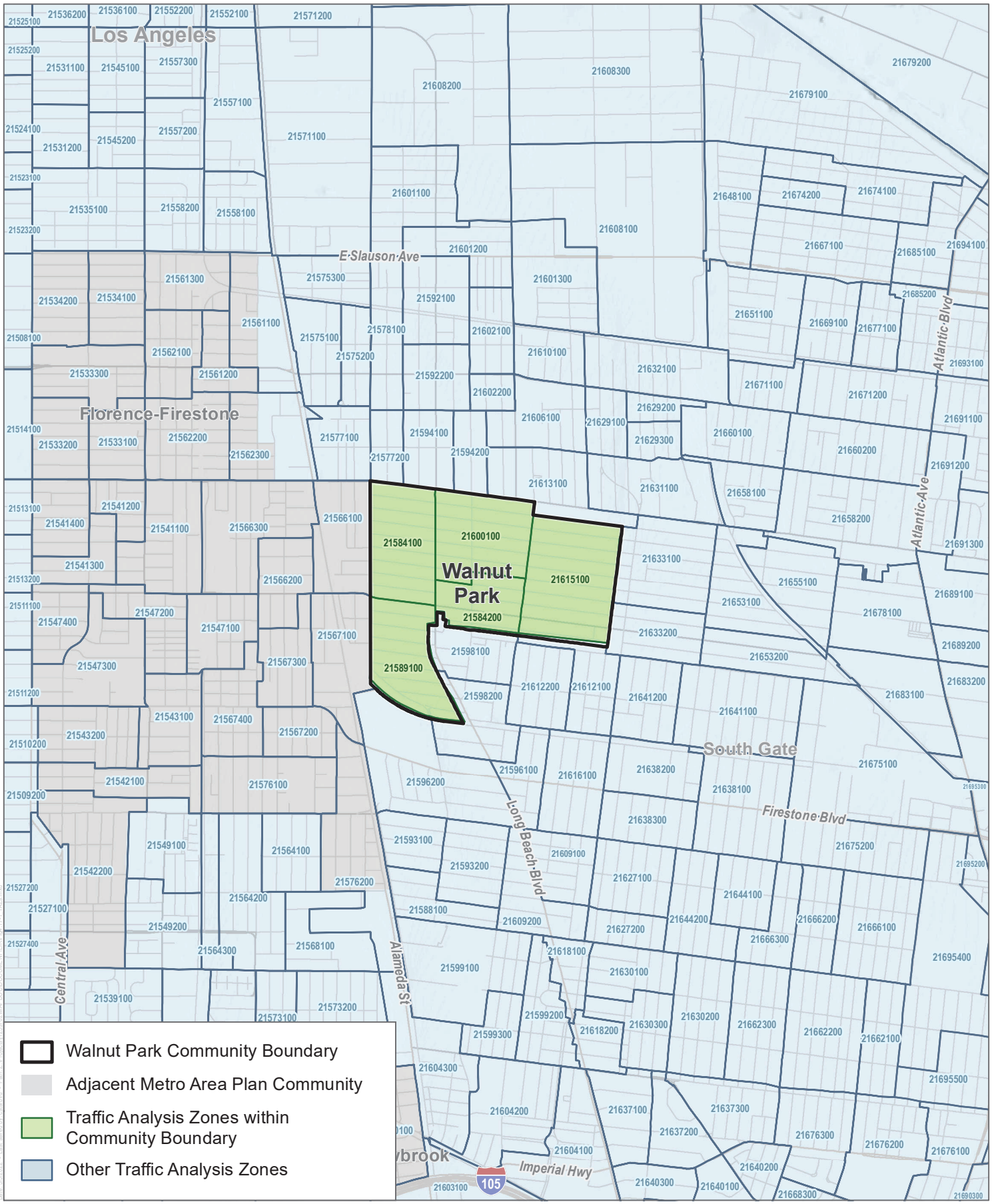

SOURCE: SCAG, Open Street Map

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FIGURE 4.17-1D

Traffic Analysis Zones in the Project Area: Walnut Park

Los Angeles County Metro Area Plan EIR

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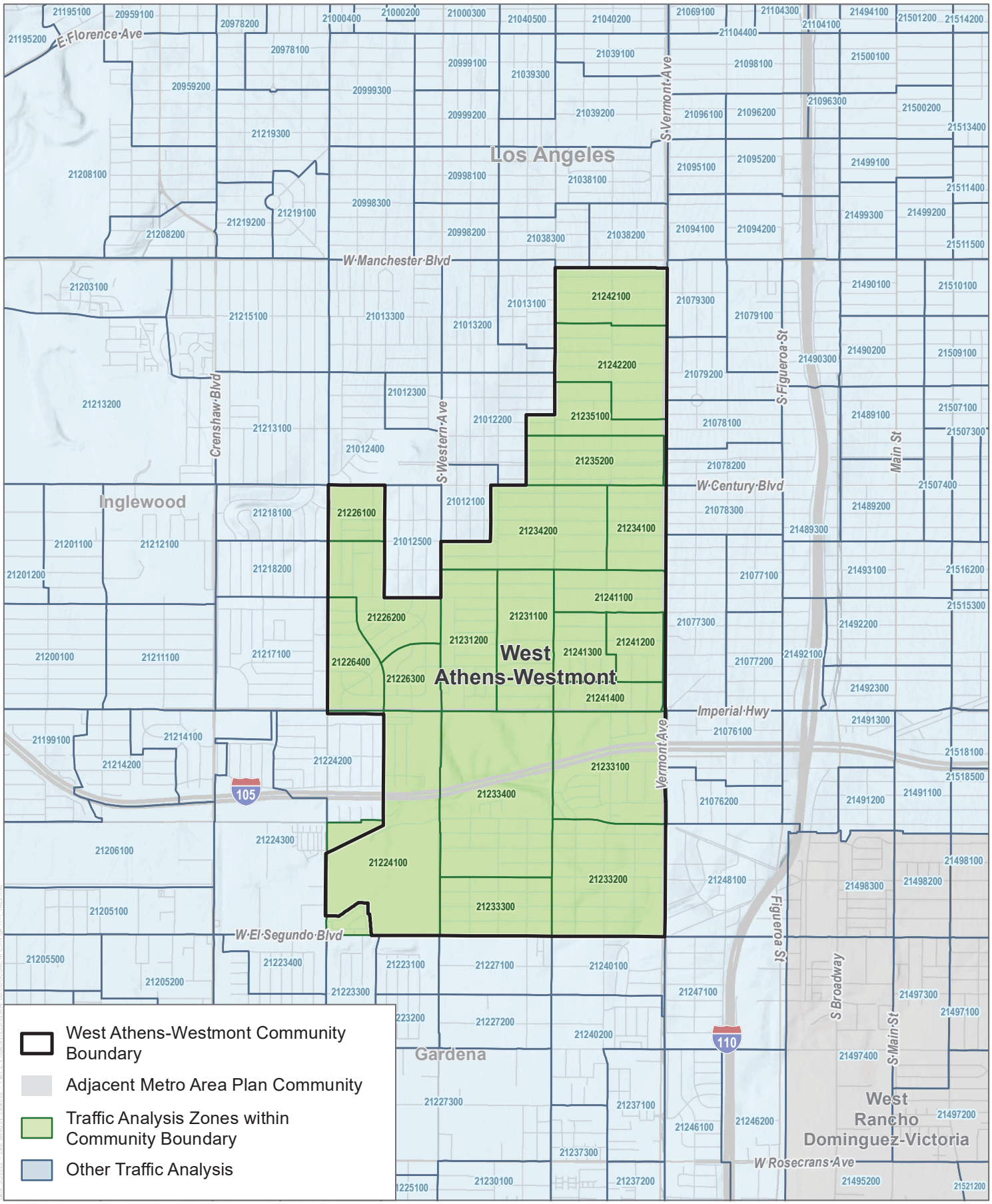

SOURCE: SCAG, Open Street Map

FIGURE 4.17-1E

Traffic Analysis Zones in the Project Area: West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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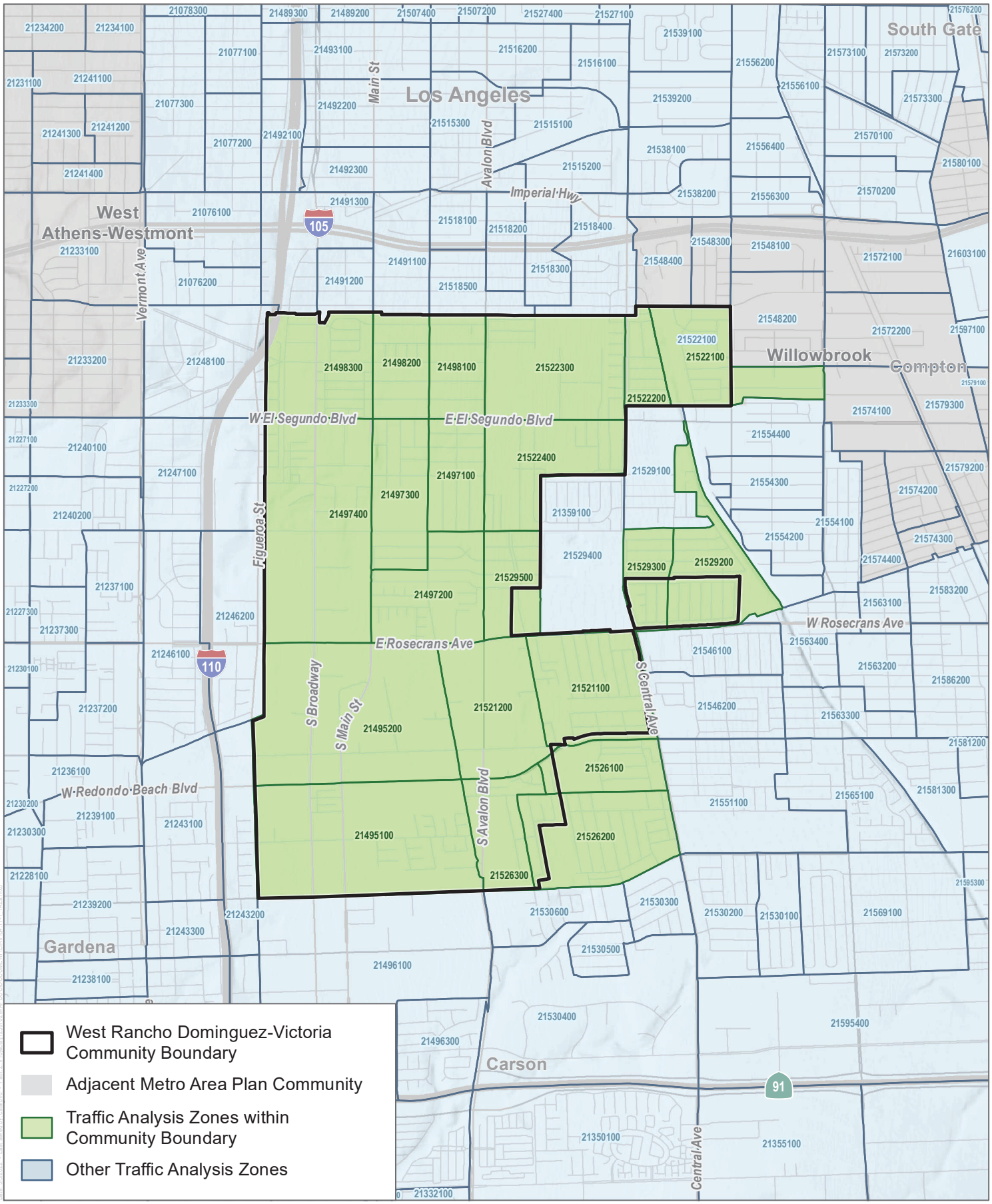

SOURCE: SCAG, Open Street Map

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FIGURE 4.17-1F

Traffic Analysis Zones in the Project Area: West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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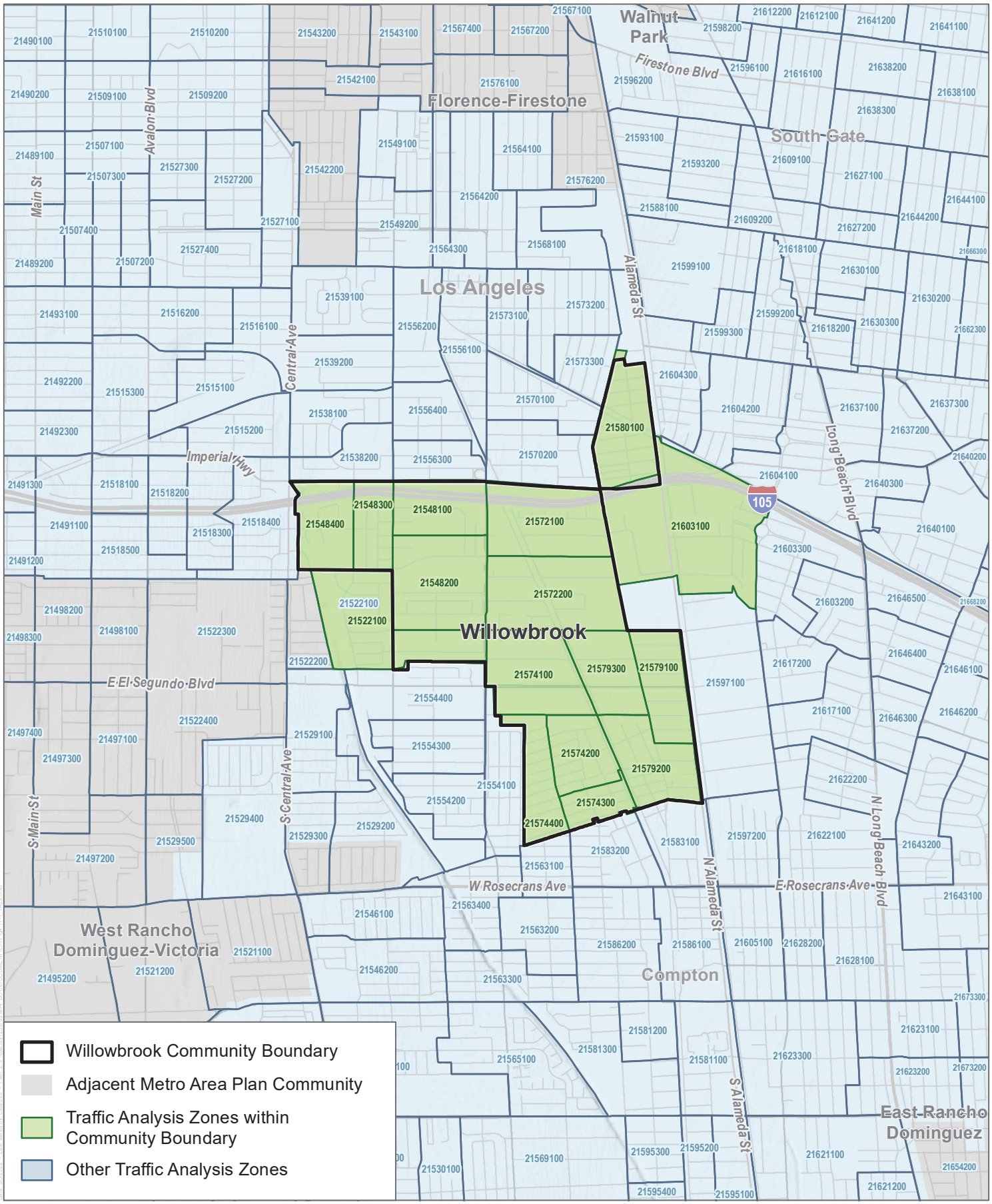

SOURCE: SCAG, Open Street Map

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FIGURE 4.17-1G

Traffic Analysis Zones in the Project Area: Willowbrook

Los Angeles County Metro Area Plan EIR

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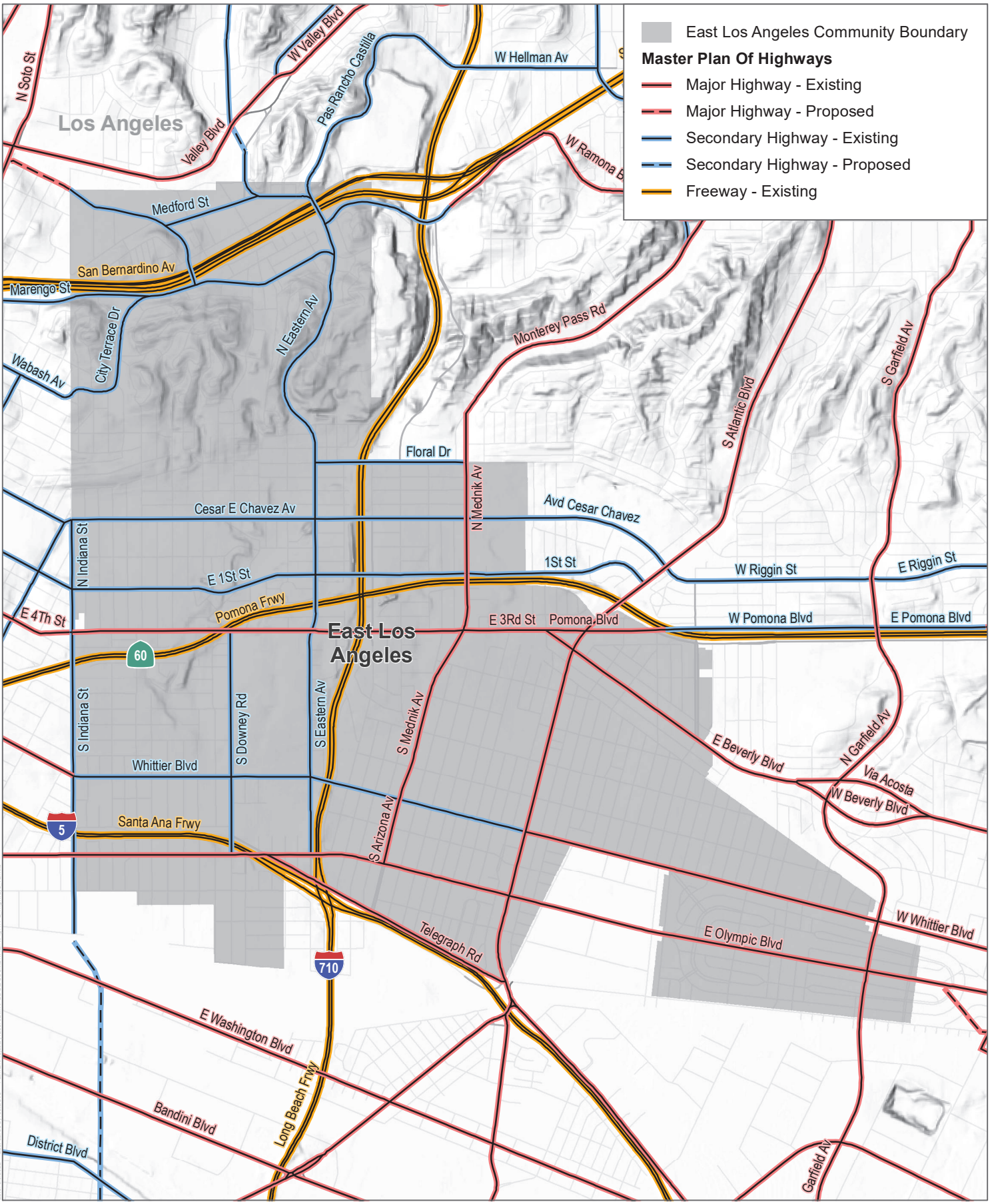

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2A

Primary and Secondary Highways in the Project Area: East Los Angeles

Los Angeles County Metro Area Plan EIR

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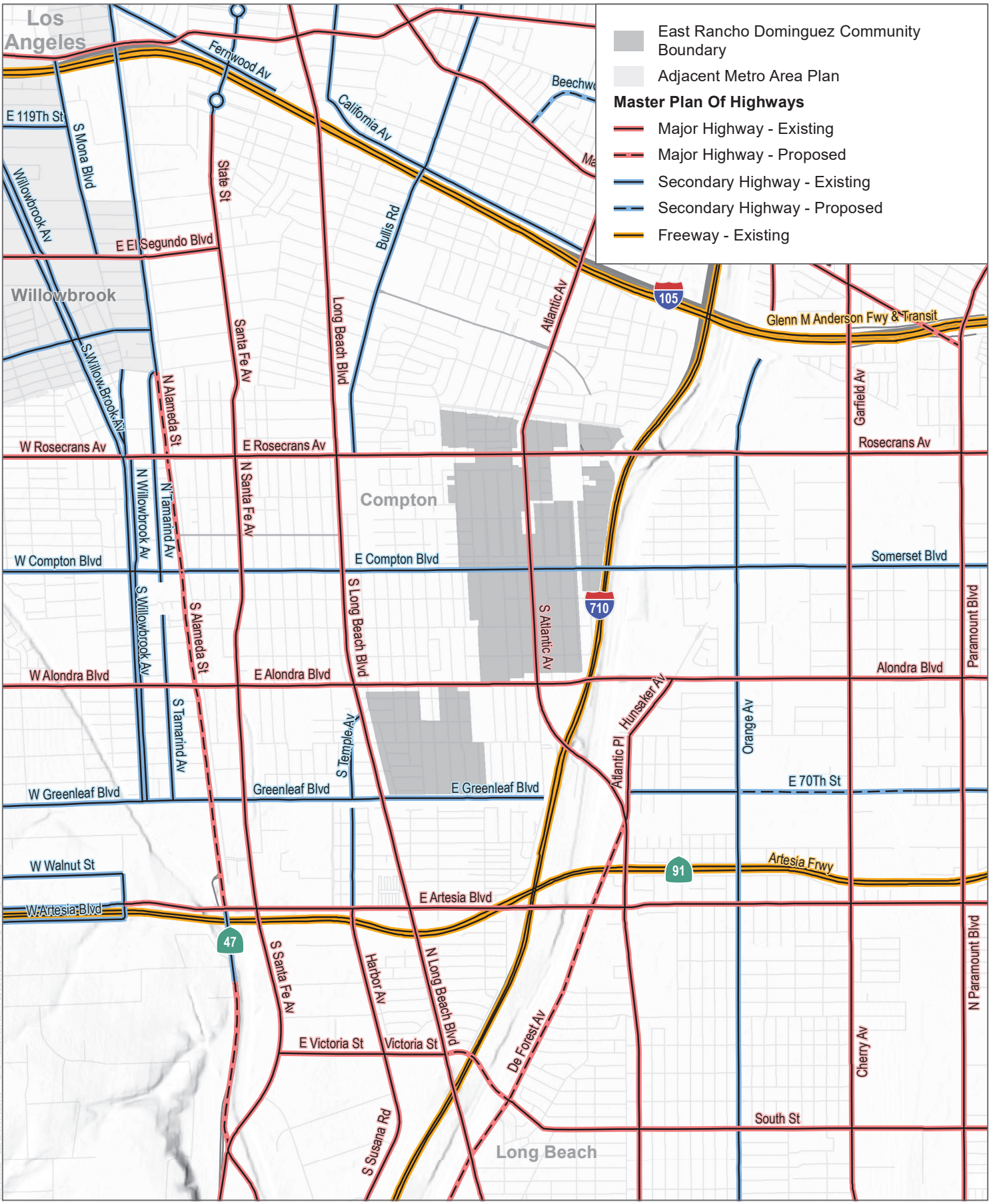

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2B

Primary and Secondary Highways in the Project Area: East Rancho Dominguez

Los Angeles County Metro Area Plan EIR

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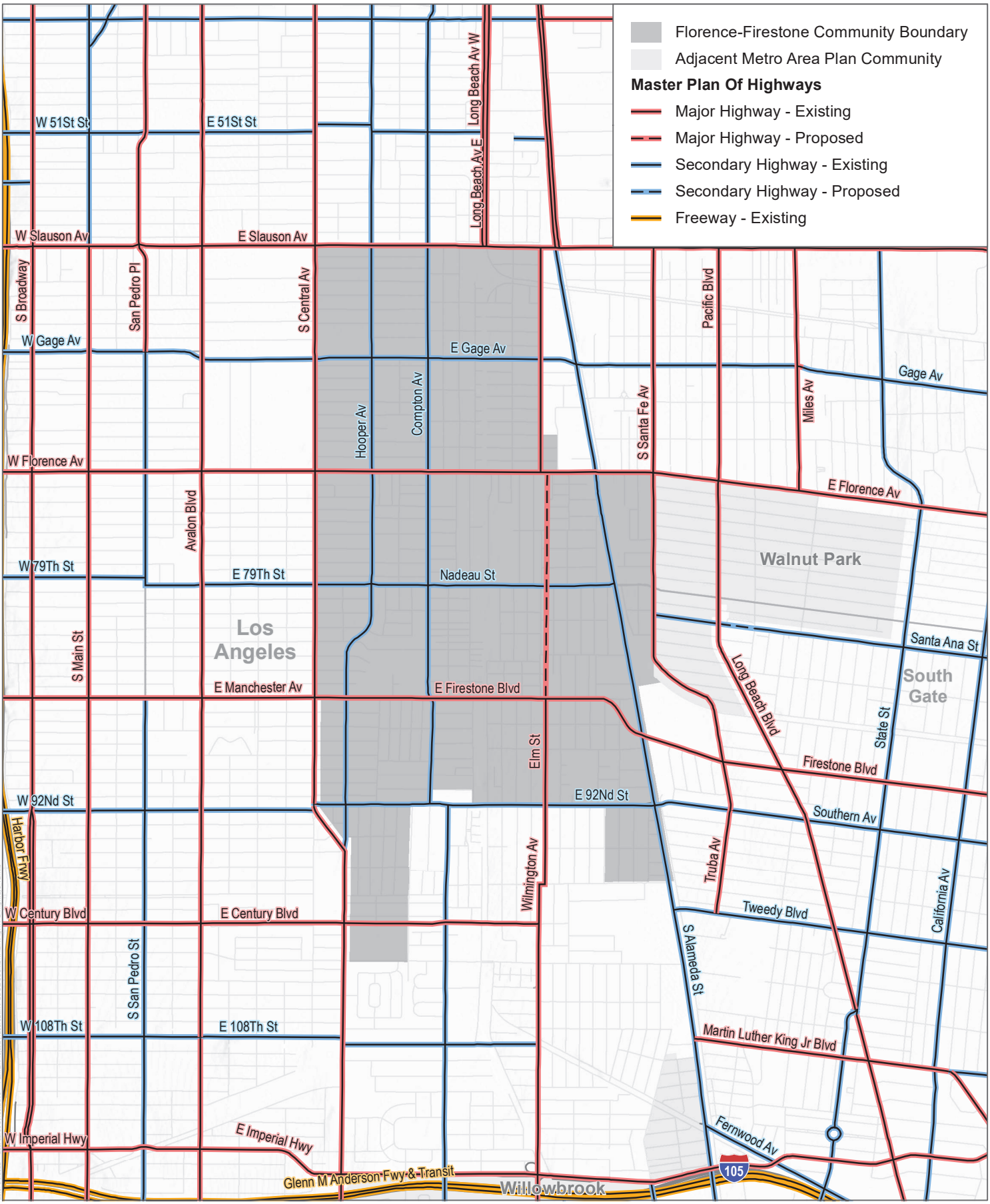

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2C

Primary and Secondary Highways in the Project Area: Florence-Firestone

Los Angeles County Metro Area Plan EIR

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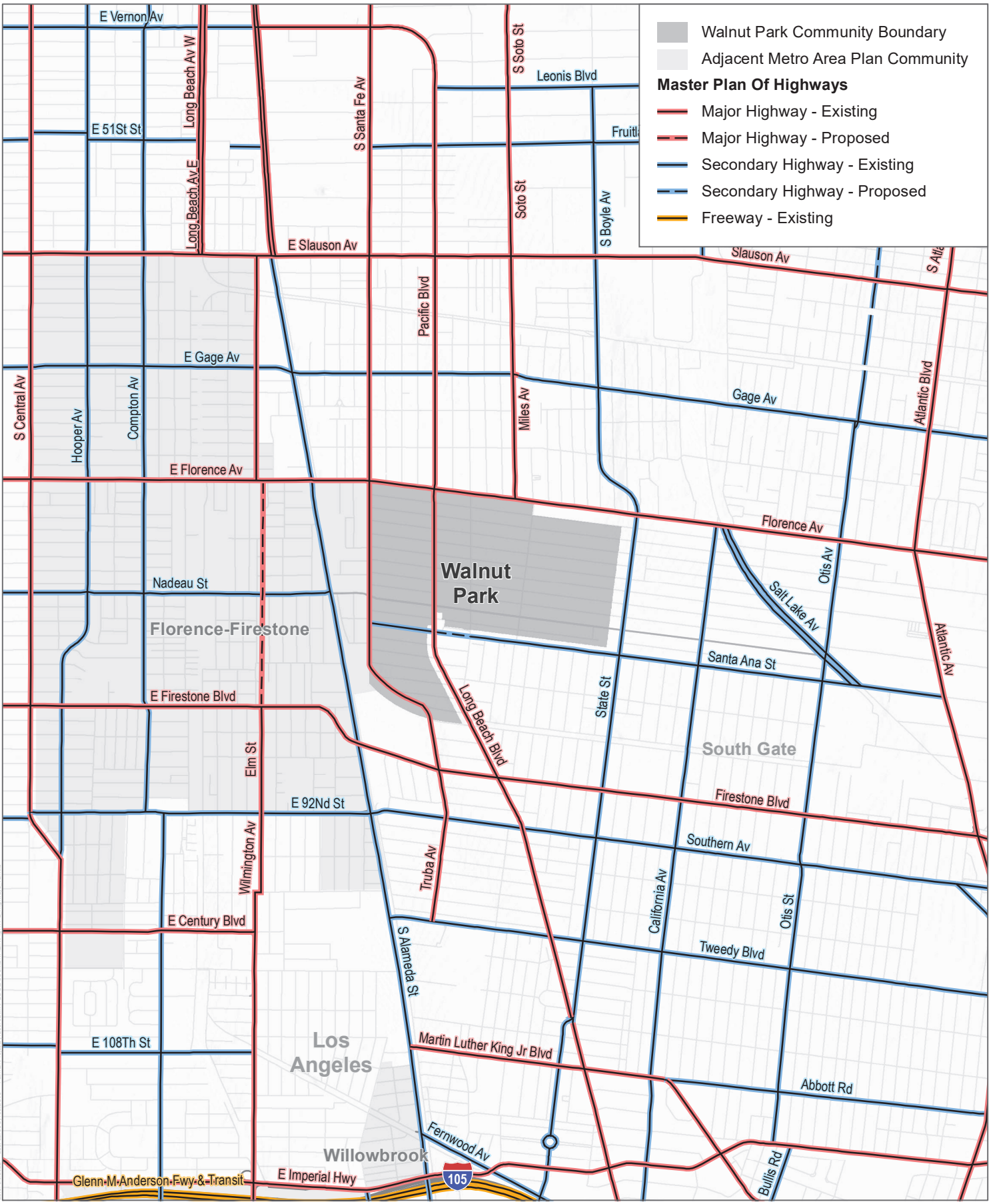

SOURCE: Open Stree Map, Los Angeles County

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FIGURE 4.17-2D

Primary and Secondary Highways in the Project Area: Walnut Park

Los Angeles County Metro Area Plan EIR

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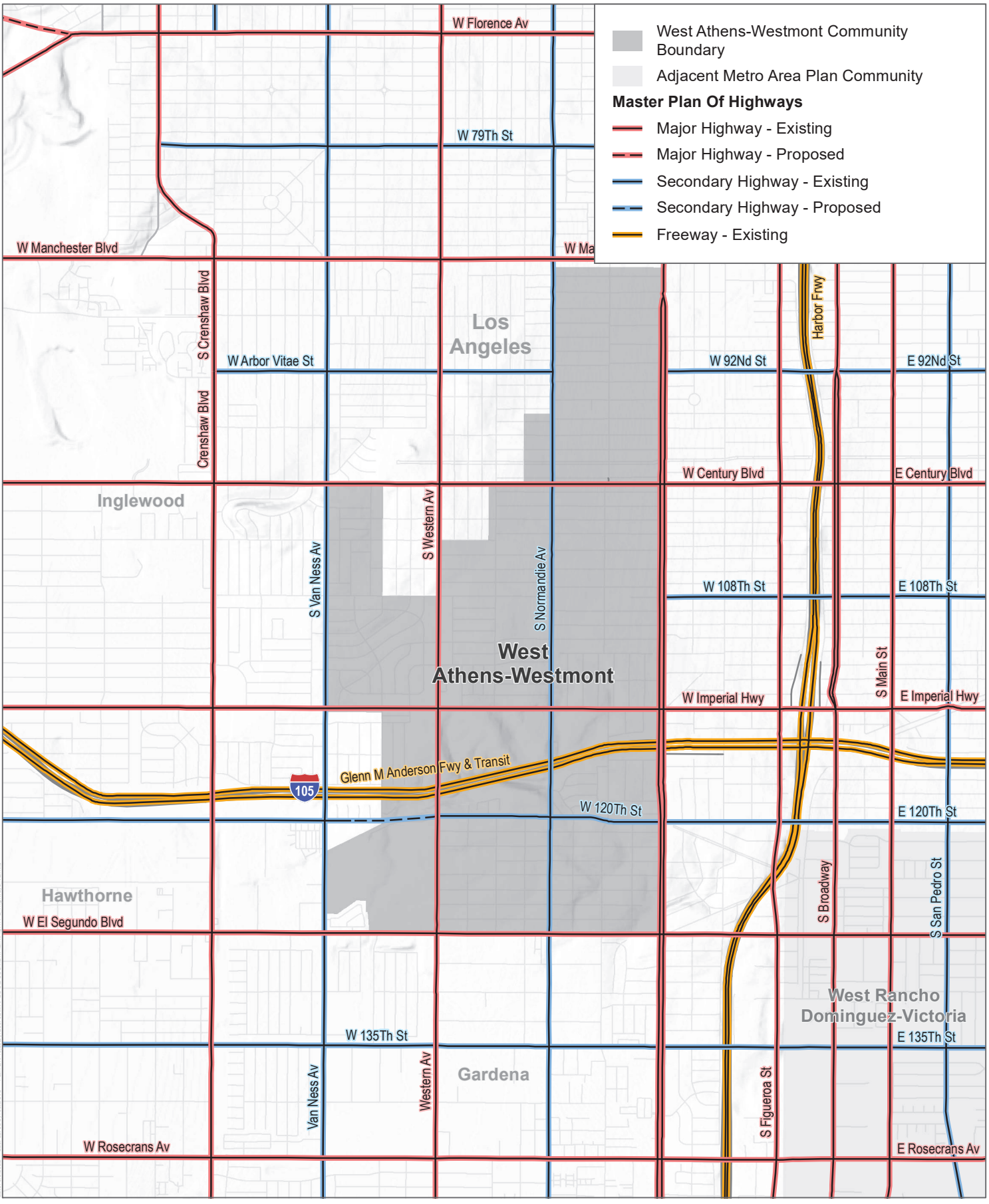

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2E

Primary and Secondary Highways in the Project Area: West Athens-Westmont

Los Angeles County Metro Area Plan EIR

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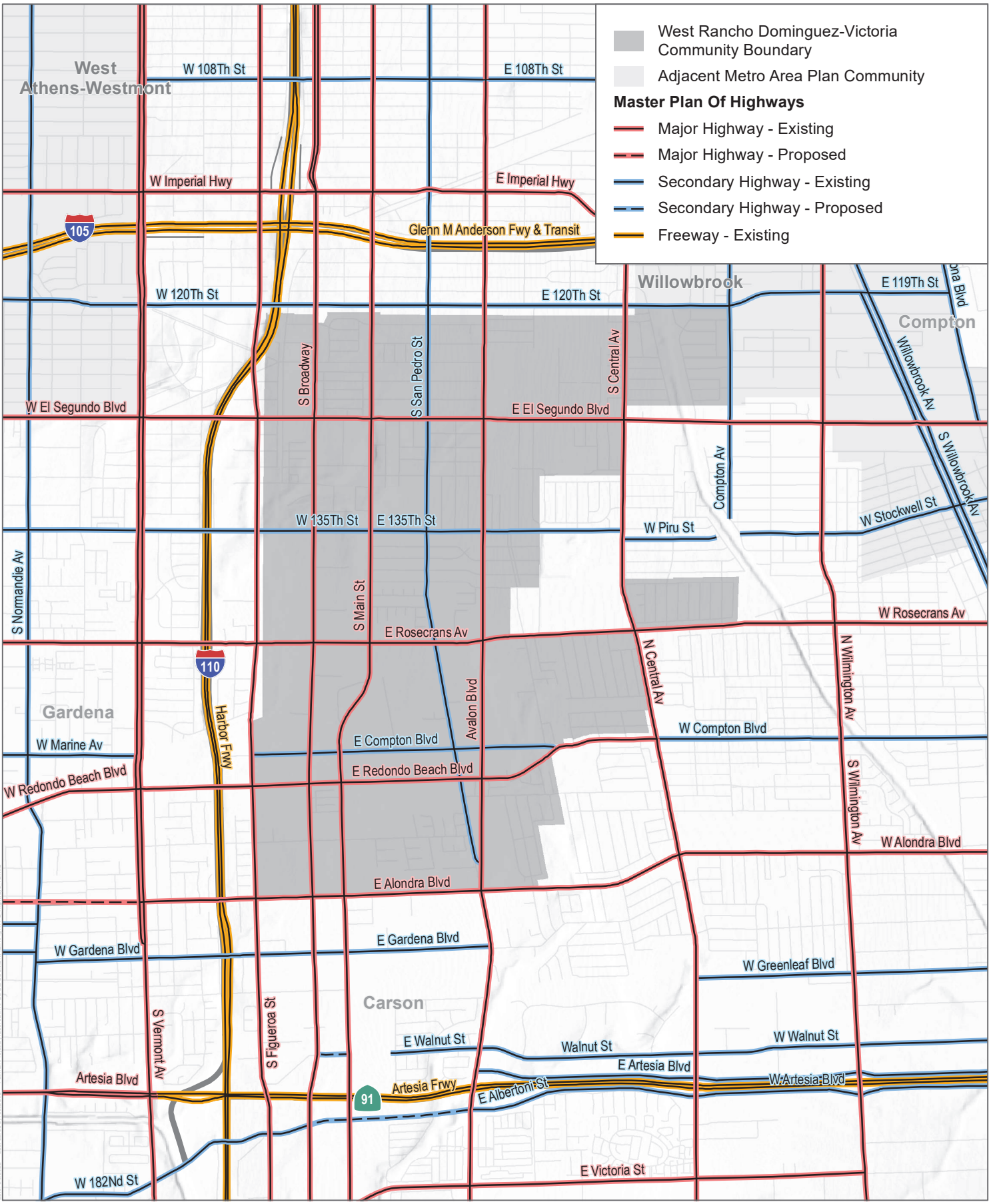

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2F

Primary and Secondary Highways in the Project Area: West Rancho Dominguez-Victoria

Los Angeles County Metro Area Plan EIR

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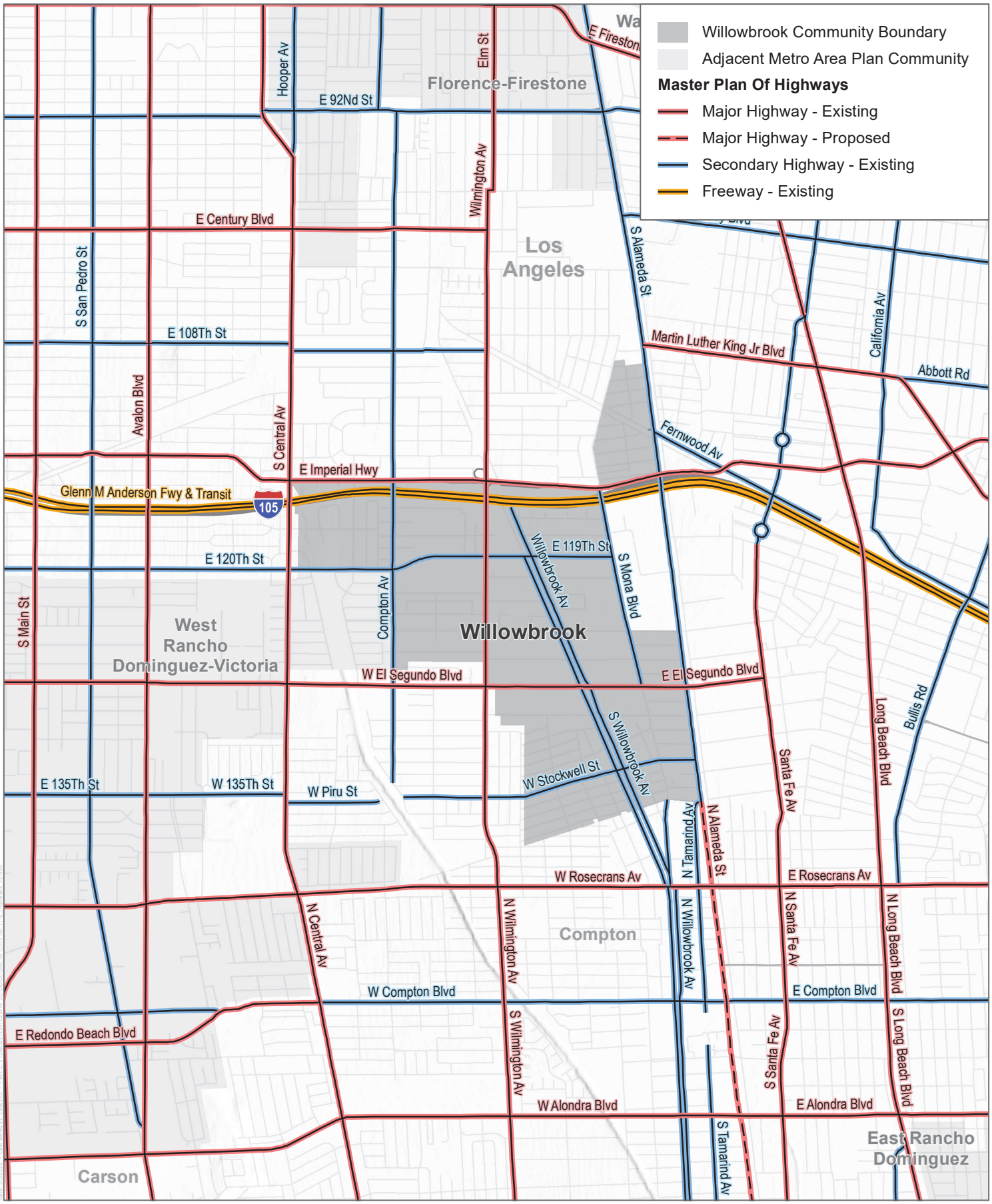

SOURCE: Open Stree Map, Los Angeles County

FIGURE 4.17-2G

Primary and Secondary Highways in the Project Area: Willowbrook

Los Angeles County Metro Area Plan EIR

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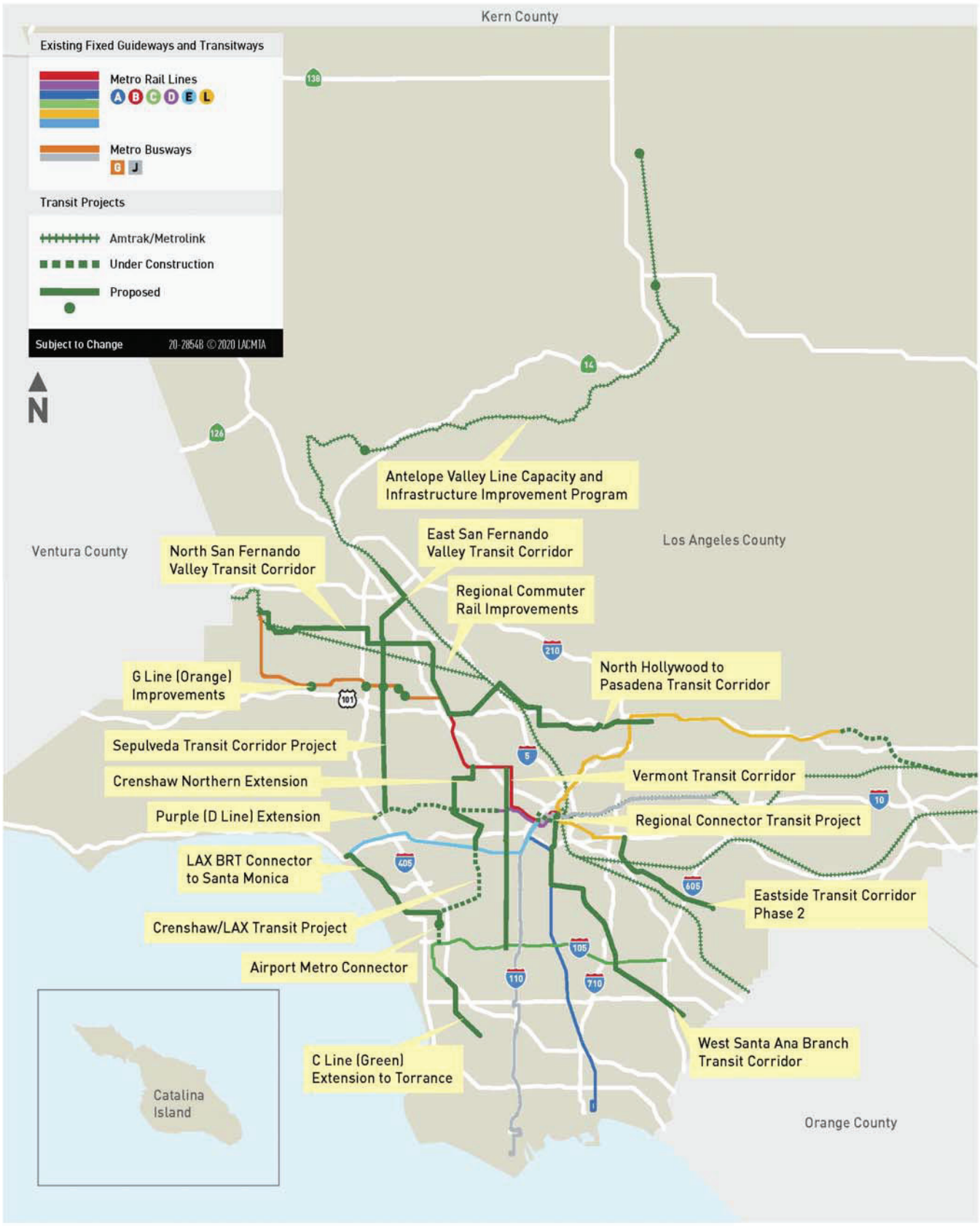

SOURCE: Los Angeles County 2020

FIGURE 4.17-3A

Existing and Planned Major Transit Projects

Los Angeles County Metro Area Plan EIR

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SOURCE: Los Angeles County 2019

FIGURE 4.17-3B

Metrolink Commuter Rail System

Los Angeles County Metro Area Plan EIR

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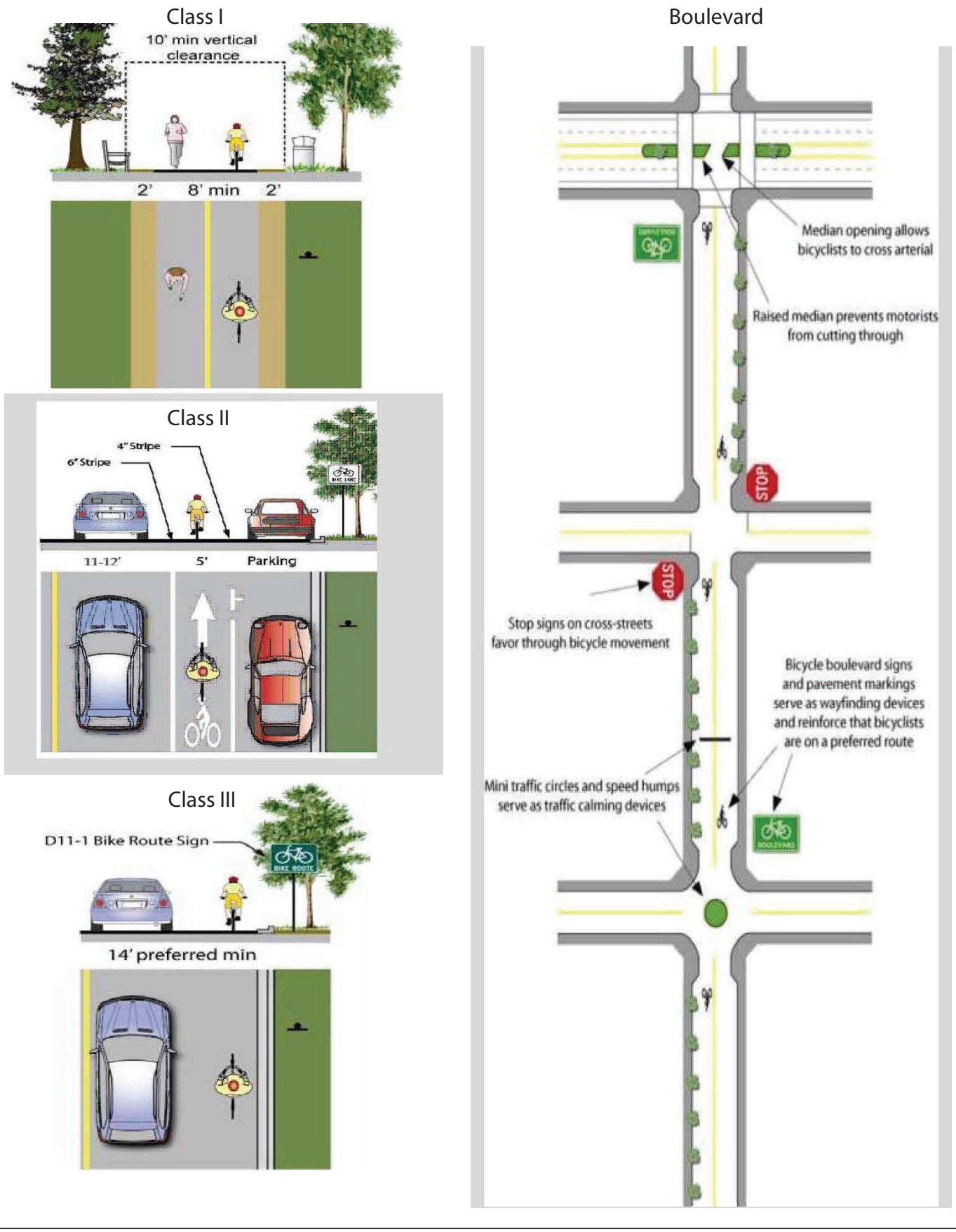

SOURCE: Los Angeles County 2020

FIGURE 4.17-4

Types of Bikeway Facilities

Los Angeles County Metro Area Plan EIR

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4.18 Tribal Cultural Resources

This section of the Recirculated Draft PEIR analyzes the potential for implementation of the Metro Area Plan (Project) to impact tribal cultural resources (TCR). A discussion of the cultural resources in the unincorporated communities of the Metro Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. As defined in Public Resources Code (PRC) Section 21074, TCR can include 1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined to be eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or (2) resources that the lead agency determines, in its discretion, are tribal cultural resources. The analysis in this section is based, in part, upon California Historic Resource Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Land File (SLF) records search results, background research, desktop review of literature, maps and archival documents and communication with California Native American Tribal representatives. More detailed information is provided in the following documents:

Appendix I-1 NAHC Sacred Land Files Results and AB 52 and SB 18 Notification Letters

Appendix I-2 *Confidential* Tribal Communications Records (on file with the County and available for review by eligible individuals)

Non-confidential documents related to these efforts such as the NAHC Sacred Land Files search results and the County's original Project notification letters are provided in Appendix I-1; all confidential documents protected pursuant to PRC Section 21082.3(c)(1), such as communication records and documents provided by the tribes, are on file with the County.

Other sources consulted are listed in Section 4.18.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.18.1 Environmental Setting

4.18.1.1 Regulatory Setting

Federal

No federal regulations are known pertain to this Project.

State

California State Assembly Bill 52

Assembly Bill (AB) 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under the California Environmental Quality Act (CEQA) and also provided for additional Native American consultation

requirements for the lead agency. PRC Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; 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.

AB 52 formalizes the lead agency–tribal consultation process. Specifically, it requires the lead agency to notify a California Native American tribe of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe if that tribe has requested such notification, in writing, to the lead agency (PRC Section 21080.3.1[b]). Additionally, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report, the lead agency is required to begin consultation with a California Native American tribe that requested consultation within 30 days of receipt of project notification (PRC Section 21080.3.1[e]).

PRC Section 21084.2 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." Effects on TCRs should be considered under CEQA. PRC Section 21080.3.2 states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as Senate Bill (SB) 18 was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to "allow the protection of cultural places in open space element of the general plan" and amended Civil Code Section 815.3 to add "California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places."

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the county coroner has examined the remains (Section 7050.5(b)). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact NAHC within 24 hours (Section 7050.5(c)). NAHC will notify the "most likely descendant." With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the most likely descendant by NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains, and items associated with Native Americans.

Local

Los Angeles County 2035 General Plan

Chapter 9, the Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan, Section VIII. Historic, Cultural, and Paleontological Resources provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015):

Goal C/NR 14 Protected historic, cultural, and paleontological resources.

- ***Policy C/NR 14.1*** Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
- ***Policy C/NR 14.2*** Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
- ***Policy C/NR 14.4*** Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).
- ***Policy C/NR 14.5*** Promote public awareness of historic, cultural, and paleontological resources.
- ***Policy C/NR 14.6*** Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community Based Plans and Specific Plans

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific

site. The existing community and specific plans applicable to the Project area are listed and discussed in Chapter 2, Environmental Setting, of the Recirculated Draft PEIR, as well as Appendix E, Community Profiles, of the Metro Area Plan (County of Los Angeles 2023). Brief summaries of the community and specific plans that contain goals and policies relevant to tribal cultural resources and, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

Willowbrook TOD Specific Plan

The Willowbrook TOD Specific Plan would prioritize avoidance and preservation of tribal cultural resources that could be affected by ground disturbing activities and are found to be significant resources; this would be employed through project-specific study as necessary (County of Los Angeles 2018).

4.18.1.2 Cultural Setting

This cultural setting is written to provide a contextual understanding of how humans have inhabited and utilized the Project site throughout time. Because the physical vestiges of human behavior are often times buried and not all occurrence of activities have been documented or knowledge of them has been lost, understanding the manner in which humans lived within and surrounding the Project site is important to revealing areas where deposits of cultural materials may still exist. This setting is written with the understanding that Indigenous Peoples have lived for millennia and currently live within what is, for purposes of this document, considered the County of Los Angeles. The information presented in this section has been collected from documents provided by contemporary tribal representatives, various scholarly sources as well as biological and geographical datasets. The analysis for this section was conducted by employing both documented evidence and an understanding of how Indigenous Peoples lived within the natural landscape. Finally, it is important to acknowledge that tribal cultural resources are not limited to artifacts and include cultural landscapes which have been, and often continue to be, of economic and/or religious significance to Indigenous Peoples today.

Prehistoric Setting

Evidence for continuous human occupation in Southern California spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad period have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. To be more inclusive, this research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-5500 BC), Archaic (8000 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769).

Ethnographic Setting

The history of the Native American communities prior to the mid-1700s largely relies on later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims, often combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Geiger and

Meighan 1976; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as "salvage ethnography," was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his "memory culture" approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significant proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of pre-contact, aboriginal culture was increasingly supplied by individuals born in California after considerable contact with Europeans. As Robert F. Heizer (1978) stated, this is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors in California. This is also a particularly important consideration for studies focused on TCRs, where concepts of "cultural resource" and the importance of traditional cultural places are intended to be interpreted based on the values expressed by present-day Native American representatives and may vary from archaeological values (Giacinto 2012).

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006, p. 34). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007).

Victor Golla has contended that one can interpret the amount of variability within specific language groups as being associated with the relative "time depth" of the speaking populations (Golla 2007, p. 80) A large amount of variation within the language of a group represents a greater time depth then a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla has observed that the "absolute chronology of the internal diversification within a language family" can be correlated with archaeological dates (2007, p. 71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family (Golla 2007, p. 74). These groups include the Gabrielino, Cahuilla, and Serrano. Golla has interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto–Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Laylander 2010).

Gabrielino

The archaeological record indicates that the proposed Metro Area Plan project and vicinity was occupied by the Gabrielino. Surrounding cultural groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The name "Gabrielino" (also spelled "Gabrieliño" and "Gabrieleño") denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups (Bean and Smith 1978; Kroeber 1925). Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in southern California identified themselves have, in some cases, been lost. Many modern Gabrielino identify themselves as the Tongva (King 1994), within which there are a number of regional bands. Though the names "Tongva" or "Gabrielino" are the most common names used by modern Native American groups, and are recognized by the Native American Heritage Commission, there are groups within the region that self-identify differently, such as the Gabrielino Band of Mission Indians - Kizh Nation. In order to be inclusive of the majority of tribal entities within the region, the name "Tongva" or "Gabrielino" are used within this report.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978), but recent ethnohistoric work suggests a number approaching 10,000 (O'Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games were created adjacent to Tongva villages (McCawley 1996). Archaeological sites composed of villages with various sized structures have been identified.

The largest, and best documented, ethnographic Tongva village in the vicinity was that of *Yanga* (also known as Yaangna, Janga, and Yabit), which was in the vicinity of the downtown Los Angeles (McCawley 1996:56-57; NEA and King 2004). This village was reportedly first encountered by the Portola expedition in 1769. In 1771, Mission San Gabriel was established. Yanga provided a large number of the recruitments to this mission; however, following the founding of the Pueblo of Los Angeles in 1781, opportunities for local paid work became increasingly common, which had the result of reducing the number of Native American neophytes from the immediately surrounding area (NEA and King 2004). Mission records indicate that 179 Gabrielino inhabitants of Yanga were recruited to San Gabriel Mission (King 2000; NEA and King 2004: 104). Based on this information, Yanga may have been the most populated village in the Western Gabrielino territory. Second in size, and less thoroughly documented, the village of Cahuenga was located slightly closer, just north of the Cahuenga Pass.

Father Juan Crespí passed through the area near Yanga on August 2-3, 1769. The pertinent sections from his translated diary are provided here:

> *Sage for refreshment is very plentiful at all three rivers and very good here at the Porciúncula [the Los Angeles River]. At once on our reaching here, eight heathens came over from a good sized village encamped at this pleasing spot among some trees. They came bringing two or three large bowls or baskets half-full of very good sage with other sorts of grass seeds that they consume; all brought their bows and arrows but with the strings removed from the bows. In his hands the chief*

> *bore strings of shell beads of the sort that they use, and on reaching the camp they threw the handfuls of these beads at each of us. Some of the heathens came up smoking on pipes made of baked clay, and they blew three mouthfuls of smoke into the air toward each one of us. The Captain and myself gave them tobacco, and he gave them our own kind of beads, and accepted the sage from them and gave us a share of it for refreshment; and very delicious sage it is for that purpose.*
>
> *We set out at a half past six in the morning from this pleasing, lush river and valley of Our Lady of Angeles of La Porciúncula. We crossed the river here where it is carrying a good deal of water almost at ground level, and on crossing it, came into a great vineyard of grapevines and countless rose bushes having a great many open blossoms, all of it very dark friable soil. Keeping upon a westerly course over very grass-grown, entirely level soils with grand grasses, on going about half a league we came upon the village belonging to this place, where they came out to meet and see us, and men, women, and children in good numbers, on approaching they commenced howling at us though they had been wolves, just as before back at the spot called San Francisco Solano. We greeted them and they wished to give us seeds. As we had nothing at hand to carry them in, we refused* [Brown 2002:339-341, 343].

The Portola party passed westward through the La Brea Tar Pits area (CA-LAN-159) the following day. This was a known area of Native American use for hunting and the gathering of tar and other area-specific resources (Westec 1983). A pertinent excerpt from Father Juan Crespí's August 3, 1769 diary entry is provided here:

> *The Captain told me that when they scouted here, in a ravine about half a league to the westward they came upon about forty springs of pitch, or tar, boiling in great surges up out of the ground, and saw very large swamps of this tar, enough to have caulked many ships.* [Brown 2002:341]

Upon leaving the La Brea Tar Pits, the Portola expedition continued westward, camping on August 4, 1769 near what is now the route Interstate 405 before heading northward into the mountains. Details of the day's travels are provided below:

> *At a quarter past six in the morning we set out from this copious spring at the San Esteban Sycamores …. We pursued our way northwestward and on going about a quarter-league [0.85 mile], we came into a little flat hollow between small knolls, and then onward across level tablelands of dark friable soil….we turned west-northwestward and on going two hours, all over level soil, came to the watering place: two springs rising at the foot of a high tableland, their origin being higher up on the large plain here….At this spot we came upon a village at the aforesaid tableland and as soon as we arrived and set up camp, six very friendly, compliant tractable heathens came over, who had their little houses roofed with grass, the first we have been seeing of this sort. They brought four or six bowls of the usual seeds and good sage which they presented to our Captain. On me they bestowed a good-sized string of the sort of beads they all have, made of white seashells and red ones, though not very bright-colored, that look to be coral.* [Brown 2002:345-349]

The name of this village referenced to be near the August 4, 1769 Portola camp is unknown, and would have been located approximately 3 miles from the named village near Santa Monica (*Kuruvunga*) and 5 miles from *Sa'anga* near the mouth of Ballona Creek. Sa'anga, likely within a mile of the present project area, has also been commonly referred to as *Guaspet* or *Guashna*, (NEA and King 2004), *Saan* (Kroeber 1925), or *Saa'anga* or *Waachnga* (McCawley 1996). Ethnohistoric research completed by John Johnson (1988) pertaining to the inhabitants of San

Clemente Island and Santa Catalina Island has indicated that there were many marriage ties between these islands and this village in the vicinity of the Ballona wetlands. Mission records indicate that a total of 95 neophytes came from this village; 87 of these individuals at Mission San Gabriel and the remaining eight at Mission San Fernando (NEA and King 2004). These records further suggest that marriage was common with the surrounding outside villages, but perhaps most often occurring with members of the large village of Yanga.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978: 546; Kroeber 1925; McCawley 1996).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996).

Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925; McCawley 1996).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996).

Deceased Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a wide variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the gender and status of the deceased (Johnston 1962; McCawley 1996; Reid 1926). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996).

4.18.1.3 Existing Environmental Conditions

Records Search Results, 1938 Kirkman-Harriman Historical Map, Topographic Map and Aerial Photo Review

SCCIC CHRIS Database Records Search.

On December 3, 2021, records search was requested from the South Central Coast Information Center (SCCIC), located on the campus of California State University, Fullerton. Results of the CHRIS records search for the Project were provided over a period between January 26, 2022 and March 25, 2022. With respect to tribal cultural resources, the CHRIS record search results provided by the SCCIC included their digitized collections of mapped prehistoric and historic archaeological resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. The CHRIS does not specifically house information on tribal cultural resources; however, the data included in the database contributes to an understanding of an overall cultural landscape and the potential for unidentified tribal cultural resources to exist within a search area. Dudek reviewed the SCCIC records to determine whether the implementation of the Project would have the potential to impact known and unknown cultural resources.

Archival, Topographic Map and Aerial Photo Review.

Historic topographic maps and aerial photographs were consulted through the Nationwide Environmental Title Research LLC to better understand any natural or human-made changes to the study area over time. A review of all available historic aerial photographs was conducted and included the following years: 1947, 1967, 1978, 1980, 1984, 1994, 2005, 2009, 2010, 2012, 2014, 2016, and 2018 (NETR 2021). Through careful comparative review of historic aerials, changes to the landscape of a study area may be revealed. Disturbance to the study area is specifically important as it helps determine if soils within the study area are capable of sustaining intact archaeological deposits. Additionally, historic aerials have the potential to reveal whether a study area was subjected to alluvial deposits by way of flooding, debris flows or mudslides, as well as placement of artificial or foreign fill soils that may have buried intact archaeological deposits. A review of available topographic maps was conducted and included the following years: 1904, 1910, 1918, 1921, 1938, 1946, 1952, 1955, 1961, 1964, 1966, 1968, 1972, 2012, 2015, and 2018 (NETR 2021. Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps are not comprehensive, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

1938 Kirkman-Harriman Historical Map.

Dudek cultural resource specialists also reviewed pertinent academic and ethnographic literature for information pertaining to past Native American use of the Project area and vicinity, including sources commonly identified though Tribal consultation, notably the 1938 Kirkman-Harriman Historical Map. It should be noted that this map is highly generalized due to scale and age and may be somewhat inaccurate with regards to distance and location of mapped features. Additionally, this map was prepared based on review of historic documents and notes more than 100 years following secularization of the missions (in 1833). Although the map contains no specific primary references, it matches with the details documented by the Gaspar de Portolá expedition (circa 1769–1770). The map is a valuable representation of post-colonization mission history; however, it is limited to a specific period of Native American history and substantiation of the specific location and uses of the represented individual features should be verified by archaeological records and/or other primary documentation. A review of each of the seven unincorporated

communities that make up the proposed Metro Area Plan, including East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbook, are summarized below and further discussed in greater detail within Section 4.5 Cultural Resources.

Results: Records Search Results, 1938 Kirkman-Harriman Historical Map, Topographic Map and Aerial Photo Review

Results of the Topographic Map and Aerial Photo Review are provided in Section 4.5 Cultural Resources, subsection 4.5.2, Environmental Impacts, and subsection 4.5.2.1 Methodology. Those results of the SCCIC CHRIS Database Records Search relevant to TCRs and the results of the 1938 Kirkman-Harriman Historical Map is provided below.

East Los Angeles

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, six (6) archaeological resources were identified as existing within the proposed East Los Angeles Plan (Plan) area all of which are historic resources, without a known Native American connection, and none appear to have been evaluated for significance pursuant to CEQA nor listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). No prehistoric resources were identified as a result of the records search. Seventy-five (75) previously conducted studies have been undertaken within the Project area, between 1988 and 2014.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 2 miles to the south. Additionally, the map illustrates the existence of "Spanish" roads within the southern half of the community; the nearest water way, the Los Angeles River, located approximately 0.08-mile to the southwest of the community; a path for Gaspar de Portolá's expedition approximately 0.5-miles north; and a Gaspar de Portolá's expedition camp site approximately 1.25-miles northwest of the community.

East Rancho Dominguez

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed East Rancho Dominguez Plan (Plan) area. Seven (7) previously conducted studies have been undertaken within the Project area, between 1994 and 2009.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community including both discontinuous portions: the northeastern portion mapped within present-day East Compton and the smaller southwestern portion mapped between the present-day Cities of Compton and East Compton. The nearest village is illustrated to have existed approximately 4.5 miles to the west of the southwestern portion and 3.75 miles to the southwest of the northeastern portion of the community. Additionally, the map illustrates the existence of two intersecting "Ancient" roads at the northern border of the northeastern portion and an "Ancient" road immediately east and parallel of the southwestern portion of the community; the nearest water way, the Los Angeles River, is located approximately 0.5 miles west of the northeastern portion and an unnamed meandering tributary located less than 0.25-miles west of the southwestern portion of the community.

Florence-Firestone

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, five (5) archaeological resources were identified as existing within the Florence-Firestone community; of these, four (4) are historic resources and one (1) is a multicomponent (prehistoric and historic). No solely prehistoric resources were identified within the community as a result of the records search. Forty-four (44) previously conducted studies have been undertaken within the proposed community, between 1983 and 2014.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the community and the nearest village is illustrated to have existed approximately 4.3 miles to the west. Additionally, the map illustrates the existence of an "Ancient" road labeled "Road of 1810." bisecting the eastern half portion of the community; and the nearest water way, an unnamed tributary, located approximately 1.8-mile south of the community.

Walnut Park

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed Walnut Park Plan (Plan) area. Three (3) previously conducted studies have been undertaken within the Project area, between 1999 and 2008.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the Project area and the nearest village is illustrated to have existed approximately 3 miles to the northeast. Additionally, the map illustrates the existence of two "Ancient" roads that generally travel north/northwest-south/southeast through the Project area; and the nearest water way, an unnamed tributary, located approximately 2.7-miles south of the Project area.

West Athens-Westmont

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed West Athens Plan (Plan) area. Nineteen (19) previously conducted studies have been undertaken within the Project area, between 1975 and 2016.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the Project area and the nearest village is illustrated to have existed approximately 2.5 miles to the southwest. Additionally, the map illustrates the existence of an "Ancient" road labeled "New Salt Road 1848-1878." located just over 1.5 miles south of the Project area; and the nearest water way, an unnamed tributary, located approximately 0.11-mile west of the Project area.

West Rancho Dominguez-Victoria

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources were identified as existing within the proposed West Rancho Dominguez Plan (Plan) area. Nineteen (19) previously conducted studies have been undertaken within the Project area, between 1977 and 2014.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map reveals that no Native American villages are shown to have existed within the Project area and the nearest village is illustrated to have existed approximately 0.25 miles to the southwest. Additionally, the map illustrates the existence of a couple

"Ancient" roads, one labeled "New Salt Road 1848-1878" within the Project area; and the nearest water way, an unnamed tributary, located approximately 0.22 miles to the southwest of the Project area.

Willowbrook

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, one (1) archaeological resource was identified as existing within the northeast portion of the proposed Willowbrook Plan (Plan) area; this resource is a prehistoric site. The site record states that subsurface testing was underway in 1969, but the record was not updated to reflect the results. However, based on the site record description, the site appears significant pursuant to CEQA and eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). twenty-nine (29) previously conducted studies have been undertaken within the Project area, between 1975 and 2014.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map does not show a Native American village within the Project area despite the CHRIS records search revealing a prehistoric archaeological site consistent with a significant habitation site. The nearest village is illustrated to have existed approximately 3.25 miles to the southwest. Additionally, the map illustrates the existence of an "Ancient" road within the eastern portion of the Project area; the nearest water way, an unnamed tributary, bisects the Project area from northwest-southeast; and a point of historic interest is labeled as point "21" and located within the southwestern portion of the Project area. The Kirkman Harriman map key defines "21" as the battlefield site of the "Battle of Los Cuervos" at "Dominguez Rancho" on October 8, 1846, "between U. S. Marines and blue-jackets and native Californians." The Battle of Los Cuervos was a military engagement of the Mexican–American War where Captain José Antonio Carrillo let fifty California troops and successfully held off an invasion of Pueblo de Los Angeles by the United States Marines. Based on what is known of the battle, reference to "native Californians" does not pertain specifically to Native Americans but rather to the Mexican citizens of the area at the time. However, the Mexican population did include Native Americans.

4.18.2 Environmental Impacts

4.18.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's CEQA Guidelines (listed under subsection 4.18.2.2) in determining whether implementation of the Project, including the additional housing, ACUs, and the Industrial Program, could adversely affect tribal cultural resources the Project area communities.

Key Concepts and Terminology

A search of the Native American Heritage Commission's (NAHC) Sacred Land Files (SLF), to determine the presence of any Native American cultural resources within the Project area was completed on February 1, 2021, by Andrew Green, Cultural Resources Analyst and resulted in positive results. The SLF record is maintained at a public land survey system (PLSS) Section level, which indicates a recorded sacred site could be anywhere within one square mile area of a Project area and as such, the NAHC did not specify whether Native American resources were located within the Project areas only within the general vicinity. The NAHC suggested contacting twelve (12) Native American individuals and/entities and specifically stated that the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrieleno/Tongva San Gabriel Band of Mission Indians be contacted for information and that the tribes provided on the list would potentially have specific knowledge of the cultural resources identified within the Project area. The Project is subject to compliance with AB 52 (PRC Section 21074) and SB 18 (Government Code Section 65352.3). As outlined below, the County conducted all tasks required by both AB 52 and SB 18; nonconfidential documents related to these efforts are included in Appendix I-1 of this PEIR.

While the NAHC SLF search result is positive for the Metro Planning Area, the SLF maintained by the NAHC represents a curation of "ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California" (NAHC 2021) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do no not always report sacred lands or TCRs to the NAHC; as such, the NAHC's SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, SLF results relate to the general regional area within and surrounding the Metro Planning Area and don't necessarily equate to the existence of resources within the specific Project area.

Approach

Assembly Bill 52 Consultation

The Project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency provide notification of the Project and pertinent details to California Native American Tribal representatives (that have requested notification), who are traditionally or culturally affiliated with the geographic area of the Project. Three (3) NAHC-listed California Native American Tribal representatives that have requested project notification on behalf of their tribe pursuant to AB 52 were sent letters, via email and certified USPS mail, by the County on February 2, 2022. The Tribes that requested notification pursuant to AB 52 include the Fernandeño Tataviam Band of Mission Indians, Gabrieleno Band of Mission Indians-Kizh Nation, and Gabrieleno/Tongva San Gabriel Band of Mission Indians. The letters contained a project description, outline of AB 52 timing, an invitation to consult, and contact information for the appropriate lead agency representative. AB 52 allows tribes 30 days after receiving notification to request consultation. If a response is not received within the allotted 30 days, it can be assumed that consultation is declined.

Senate Bill 18 Consultation

The Project is also subject to compliance with SB 18 (Government Code Section 65352.3), which requires local governments to invite California Native American Tribal representatives to participate in consultation regarding proposed General Plan and Specific Plan adoptions or amendments. The NAHC identified twelve (12) Native American individuals/entities who would potentially have specific knowledge of the cultural resources identified

within the Project, three (3) of whom were also notified pursuant to AB 52. All twelve (12) California Native American Tribal representatives provided by the NAHC were sent notification letters, via email and certified USPS mail, by the County on March 2, 2022. SB 18 allows tribes 90 days after receiving notification to request consultation. If a response is not received within the allotted 90 days, it can be assumed that consultation is declined. At the close of both allotted 30-day (AB 52) and 90-day (SB 18) response periods, one (1) tribe out of three (3) notified by the County pursuant to AB 52 has responded and one (1) tribe out of twelve (12) notified by the County pursuant to SB 18 has responded. An account of all communication can be found in Table 4.18-1. Confidential documents related to AB 52 and SB 18 consultation are on file with the County (Appendix I-2).

Table 4.18-1. Tribal Communications Log

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Fernandeño Tataviam Band of Mission Indians (FTBMI); Jairo Avila, Tribal Historic and Cultural Preservation Officer	**AB 52:** February 2, 2022, Letters sent via email and certified mailing to Mr. Jairo Avila **SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Mr. Jairo Avila	**AB 52:** No Response to the AB 52 notification has been received to date. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined. **SB 18:** March 7, 2022 – email from FTBMI Tribal Historic and Cultural Preservation Officer, Jairo Avila deferred consultation to the Gabrieleno Tribe	Not requested
Gabrieleno Band of Mission Indians - Kizh Nation (Kizh Nation); Andrew Salas, Chairperson	**AB 52:** February 2, 2022, Letters sent via email and certified mailing to Chairman Andrew Salas **SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Chairman Andrew Salas	**AB 52:** February 9, 2022 - letter from the Gabrieleno Band of Mission Indians - Kizh Nation (Tribe) stated that the Tribe is in agreement with the General Plan Amendment and requested consultation for any future projects involving ground disturbance within the Project area. February 10, 2022 - Ms. Gutiérrez Aguirre, of the County, emailed the Tribe to confirm that the letter was received by the County and acknowledged that the Tribe has not requested consultation for the Project. July 18, 2022 – Ms. Christina Tran, of the County, emailed the Tribe to notify the Tribe that the AB52 has concluded since no consultation on the Project was requested. July 19, 2022 – email from the Tribe stated that the Tribe will wait for County communication for future projects that propose ground disturbance activities with the Project area. **SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has	Not requested

Table 4.18-1. Tribal Communications Log

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
		expired, consultation pursuant to SB 18 is assumed declined.	
Gabrieleno/Tongva San Gabriel Band of Mission Indians; Anthony Morales, Chairperson	**AB 52:** February 2, 2022, Letters sent via email and certified mailing to Chief Anthony Morales **SB 18**: March 2, 2022, invitation to consult sent via email and certified mailing to Chief Anthony Morales	**AB 52:** No Response to the AB 52 notification has been received to date. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined. **SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Gabrielino/Tongva Nation; Sandonne Goad, Chairperson	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Sandonne Goad	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Juaneno Band of Mission Indians Acjachemen Nation - Belardes; Matias Belardes, Chairperson	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Matias Belardes	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Juaneno Band of Mission Indians Acjachemen Nation - Belardes; Joyce Perry, Tribal Manager	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Joyce Perry	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Soboba Band of Luiseno Indians; Isaiah Vivanco, Chairperson	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Isaiah Vivanco	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Soboba Band of Luiseno Indians; Joseph Ontiveros	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Joseph Ontiveros	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A

Table 4.18-1. Tribal Communications Log

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Gabrielino Tongva Indians of California Tribal Council; Robert Dorame, Chairperson	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Robert Dorame	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Gabrielino Tongva Indians of California Tribal Council; Christina Conley, Tribal Consultant and Administrator	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Christina Conley	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Santa Rosa Band of Cahuilla Indians; Lovina Redner, Tribal Chair	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Lovina Redner	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A
Gabrielino-Tongva Tribe; Charles Alvarez	**SB 18:** March 2, 2022, invitation to consult sent via email and certified mailing to Charles Alvarez	**SB 18:** No response to the SB 18 notification has been received to date. As no response was received and the 90-day allotted response period has expired, consultation pursuant to SB 18 is assumed declined.	N/A

4.18.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to tribal cultural resources are listed below. A project may have a significant impact if it would:

Threshold 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii. 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use/zone changes and implementation program:

1. Residential and Mixed Use - The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area.[1] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use.

2. Accessory Commercial Uses (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho-Dominguez Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing, and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, as illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area. An aerial review indicates that nearly all candidate parcels identified under the Industrial Program are currently occupied by existing development.

The Metro Area Plan would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to denser residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Similarly, the Industrial Program only identifies candidate parcels that already support industrial

[1] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the circulation of the Project Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

development and/or are zoned/designated for industrial use. Development facilitated by the Project would predominantly consist of infill development within previously disturbed and/or developed parcels. However, the Project's proposed land use changes and programs could affect parcels that could support cultural resources.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the unincorporated communities in the Metro Planning Area and are consistent with the Los Angeles County General Plan goals and polices applicable to the topic of tribal cultural resources listed in Section 4.18.1.1 above.

Areawide Goals and Policies

Goal HP 1: Preserve historic resources in the Metro Area.

Policy HP 1.1: Increase County designations by encouraging community stakeholders in the Metro Area to nominate properties, and provide technical assistance to help them through the nomination process.

Policy HP 1.2: Prioritize the properties identified in the Metro Area Historic Context Statement Study List for future evaluations and nominations.

Policy HP 1.3: Prioritize the nomination of residential and commercial properties in East Los Angeles and Florence-Firestone, as they are the highest at risk for demolition based on current development patterns.

Community-Specific Goals and Policies

There are no community specific Metro Area Plan goals and policies pertaining to tribal cultural resources.

4.18.2.4 Impact Analysis

Threshold 4.18-1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

(ii) 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each

community. No direct development is proposed, and the Project would not directly destroy or adversely change in the significance of a tribal cultural resource. However, implementation of Metro Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities. Therefore, there is a potential to cause a substantial adverse change in the significance of both known and unknown tribal cultural resources, that are either listed or eligible for listing in the California Register, or listed in a local register of historical resources, or if the County determined, in its discretion and supported by substantial evidence, to treat the resources as a tribal cultural resource.

In accordance with AB 52 and SB 18 requirements, the County sent the Project notification letters to the California Native American tribes on February 2, 2022 and March 2, 2022, respectively, formally inviting tribes to consult with the County on the Project. The County received comments from two California Native American Tribes via email: one response from the Fernandeño Tataviam Band of Mission Indians deferred consultation for the Project to the Gabrieleno Indian Tribe; the other response, from the Gabrieleno Band of Mission Indians - Kizh Nation (Kizh Nation), only requested to be notified regarding ground disturbance of future development projects within the Project area. No other tribes responded to the County's notification letters.

As described in Section 4.18.2.1, Methodology, archival research did not result in the identification of tribal cultural resources eligible for listing in the California Register of Historical Resources, or in a local register of historical resources within the unincorporated communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria communities, and Willowbrook. However, one (1) prehistoric archaeological resource, which could include tribal cultural resources, was identified as existing within the northeast portion of the proposed Willowbrook community. The site record states that subsurface testing was underway in 1969, but the record was not updated to reflect the results. However, based on the site record description, the site appears significant pursuant to CEQA and eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. As described in Section 4.18.2.3, Land Use Changes, Programs and Policies, Goal HP1 and associated policies HP 1.1, HP 1.2 and HP 1.3 would aim to preserve historic resources in the Project area; however, these policies would not result in the identification of all potential TCRs and would not reduce potential impact to less than significant. Therefore, future development projects that involve ground-disturbing activities have a potential to cause a substantial adverse change in the significance of unknown TCRs.

MM-4.18-1 would require the County to obtain appropriate records search and comply with all applicable requirements of AB 52 during subsequent project-level environmental review. Pursuant to AB 52, the County must provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. Additionally, the County must begin the consultation process within 30 days after receiving a tribe's request for consultation. If project impacts to TCRs are determined to be potentially significant, the County would require the project to incorporate appropriate measures to avoid or minimize impacts to TCRs. Appropriate measures would be determined in consultation with the California Native American tribe and consistent with MM-4.5-2 in Section 4.5, Cultural Resources section of this Recirculated Draft EIR. Measures may include an Archaeological Resources Work Plan (ARWP), construction worker archaeological/tribal cultural resources sensitivity training, tribal monitoring, and/or protocols for archaeological/tribal cultural resources discoveries. In addition,MM-4.5-2 would require all ground-disturbing

activities within 50 feet of the find to cease if TCRs are encountered during construction. The evaluation and treatment of the discovered resources must be completed according to the protocol outlined in MM-4.5-2. Furthermore, all applicable requirements set forth in MM-4.15-2 must also be performed in coordination and consultation with the local Native American tribes. The County would consider tribal preferences when deciding on the disposition of Native American archaeological resources, which may include curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes.

While background research, pedestrian surveys, TCR assessments, evaluations, and avoidance are common mitigation measures for impacts to known TCRs, these measures do not assure that all impacts would be mitigated to a level of less than significant for those tribal cultural resources not yet identified. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.5-2 and MM-4.18-1, impacts relative to tribal cultural resources could still occur and potential impacts would be significant and unavoidable.

4.18.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative cultural resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

Threshold 4.18-1. The development of cumulative projects has the potential to cumulatively affect known and unknown tribal cultural resources. Development of related projects can affect tribal cultural resources if such projects adversely alter or destroy tribal cultural resources, such as tribal cultural resources that could contribute to understanding of an overall tribal cultural landscape. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of tribal cultural resources during the early settlement days of the region and continuing to this day. Because all tribal cultural resources are unique and nonrenewable members of finite classes of resources that represent time periods, cultural landscapes, projects that destroy or alter certain tribal cultural resources have the potential to limit or eliminate an opportunity for a comprehensive understanding of the time periods and cultural landscapes a tribal cultural resource belongs and could result in a cumulatively significant effect on tribal cultural resources. Therefore, implementation of potential projects under the Metro Area Plan area could result in a cumulatively significant effect on tribal cultural resources. Even with existing state, and local regulations in place designed to protect tribal cultural resources, individual tribal cultural resources would still have the potential to be impacted or degraded from destruction, relocation, or alteration as a result of new private or public development or redevelopment allowable under cumulative projects.

Therefore, even with implementation of MM-4.5-2 and MM-4.18-1, impacts to tribal cultural resources as a result of Project implementation, in combination with other development that would occur in the region, would have the potential to result in cumulatively considerable impacts to tribal cultural resources.

4.18.2.6 Mitigation Measures

MM 4.18-1 Tribal Cultural Resources. During subsequent project-level environmental review, the County shall obtain a Native American Heritage Commission (NAHC) Sacred Land Files Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts.

If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe.

If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report (see MM-4.5-2) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in MM-4.5-2.

4.18.2.7 Level of Significance After Mitigation

Threshold 4.18-1. Even with implementation of MM-4.18-1 and MM-4.5-2, the Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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 impacts would be **significant and unavoidable**.

4.18.3 References

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4.19 Utilities and Service Systems

This section of the Recirculated Draft PEIR evaluates the potential impacts from the implementation of the Metro Area Plan (Project) on utilities and service systems, including the potential impacts to water, wastewater, storm drain, electric power, natural gas, telecommunication conveyance capacity, as well as impacts to water supply, wastewater treatment, and solid waste disposal capacity. A discussion of the existing utilities and service systems in the unincorporated communities of the Metro Planning Area (Project area) and surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information provided in various County of Los Angeles planning documents, as well as information provided by CalRecycle, the Los Angeles County Department of Public Works (Public Works), and the Los Angeles Department of Water and Power (LADWP). In addition, the analysis is based, in part, on information provided in the following documents:

Appendix F-1 Drainage System Memorandum, Prepared by Dudek

Appendix F-2 Public Water System Study Memorandum, Prepared by Dudek

Appendix J Sanitary Sewer Infrastructure Memorandum, Prepared by Dudek

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.19.1 Environmental Setting

4.19.1.1 Regulatory Setting

Federal

Safe Drinking Water Act

The United States Environmental Protection Agency (USEPA) administers the Safe Drinking Water Act, which is the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the requirements of the Act and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminates that could threaten public health.

Clean Water Act

The federal Clean Water Act, United States Code, Title 33, Sections 1251 et seq. requires that wastewater be treated prior to being discharged to waters of the United States. The Clean Water Act is described in further detail in Section 4.10, Hydrology and Water Quality, of this Recirculated Draft PEIR.

State

Porter-Cologne Water Quality Control Act

In California, the State Water Resources Control Board and nine Regional Water Quality Control Boards (RWQCBs) are responsible for implementing the Clean Water Act and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The Porter-Cologne Act authorizes the State Water Resources Control Board to implement programs to control polluted discharges into state waters. In compliance with the Porter-Cologne Act, the nine RWQCBs establish the wastewater concentration limits of a number of specific hazardous substances in treated wastewater discharge.

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 (AF) 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 five 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.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably, and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance (California Code of Regulations [CCR] Title 23, Division 2, Chapter 2.7, Section 490) 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. Encourages local agencies to designate the necessary authority that implements and enforces the provisions of the ordinance or its local landscape ordinance.

California Water Resources Control Board Low Impact Development Policy

The State Water Resources Control Board (SWRCB) adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of "sustainability" as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

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 California 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 also 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.

Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system in order to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan. The General Waste Discharge Requirements also requires that storm sewer overflows be reported to the State Water Resources Control Board using an online reporting system.

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.

California Public Utilities Commission

California Public Utilities Commission (CPUC) General Order 112E, which is based upon the Federal Department of Transportation Guidelines contained in Part 192 of the Federal Code of Regulations, specifies a variety of design, construction, inspection, and notification requirements. The CPUC conducts annual audits of pipeline operations to

ensure compliance with these safety standards. In addition, the Southern California Gas Company (SoCalGas) has a safety program which has reduced the risk of gas distribution fires by improving welds on the larger diameter (24- to 30-inch) pipelines and by replacing old distribution pipes with flexible plastic pipes. According to SoCalGas staff, high-pressure gas mains are common in developed areas throughout the country, and SoCalGas lines are inspected regularly and must comply with CPUC mandated safety requirements.

Assembly Bill 1890 (1996)

The CPUC regulates investor-owned electric power and natural gas utility companies in the State of California. Assembly Bill 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities (e.g., Southern California Edison) was decoupled. All new construction in the State of California is subject to the energy conservation standards set forth in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. The utilization of alternative energy applications in development projects (including the Project), while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems, or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources (i.e., electricity and natural gas). Incentives, primarily in the form of state and federal tax credits, as well as reduced energy bills, provide a favorable basis.

California Energy Commission

The California Energy Commission (CEC) was created as the state's principal energy planning organization in 1974, in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecasting statewide electricity needs;
- Licensing power plants to meet those needs;
- Promoting energy conservation and efficiency measures;
- Developing renewable energy resources and alternative energy technologies;
- Promoting research, development, and demonstration; and
- Planning for and directing state response to energy emergencies.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

Title 20, California Code of Regulations, Sections 1601 et seq: Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) took effect February 13, 2013. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

California Integrated Waste Management Act and Solid Waste Diversion Mandates

The California Integrated Waste Management Act of 1989 (Assembly Bill [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. AB 939 further required 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, including 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 CalRecycle (formerly the County Integrated Waste Management Board) to provide an update on their progress toward the AB 939 goals.

AB 939, as amended, requires that the 50 percent solid waste diversion goal continue be achieved by jurisdictions annually. Subsequent legislation establishing solid waste diversion mandates applicable to the Project is discussed below.

- Mandatory Commercial Recycling (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. The 75 percent diversion rate applies to all businesses that generate four cubic yards or more of commercial solid waste per week or any multifamily unit dwelling that consists of five or more dwelling units. Other applicable diversion mandates include the following:
- 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.
- 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 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. 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.

Public Resources Code Sections 41813 and 41850(a)

CalRecycle has statutory requirements under Public Resources Code Sections 41813 and 41850(a) to enforce the provisions of AB 939 if a local jurisdiction fails to submit an adequate element or plan or if a local jurisdiction fails to implement its Source Reduction and Recycling Element (SRRE) or Household Hazardous Waste Element (HHWE). Administrative civil penalties of up to $10,000 per day may be imposed on local jurisdictions until the element or plan is submitted to CalRecycle and is deemed adequate or until the element or plan is implemented.

Local

Water Quality Control Plans (Basin Plans)

The Porter-Cologne Act, Section 13000, directs each RWQCB to develop a water quality control plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory program. The Project area is within the purview of the Los Angeles RWQCB (Region 4), and the Project must comply with applicable elements of the Basin Plan for Region 4. The Basin Plan gives direction on the beneficial uses of state waters, describes the water quality that must be maintained, and provides programs necessary to achieve the standards established in the Basin Plans.

County Sanitation Districts of Los Angeles County – Sewer Connection Fees

Capital improvements to Los Angeles County Sanitation Districts (LACSD) water reclamation plants are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee is a capital facilities fee used to provide additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to the LACSD sewerage system or by existing users that significantly increase the quantity or strength of their wastewater discharge.

Los Angeles County Roadmap to a Sustainable Waste Management Future

On October 21, 2014, the County 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.

Los Angeles County Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires that the responsibility for solid waste management be shared between state and local governments and mandates jurisdictions to meet a goal of at least 50% waste diversion from landfills (e.g., through recycling, reuse, or composting). The State of California has

directed the County to prepare and implement a local integrated waste management plan in accordance with AB 939. The Los Angeles County Integrated Waste Management Plan Executive Summary presents the County-wide goals and objectives for integrated solid waste management and describes the County's system of governmental solid waste management infrastructure and the current system of solid waste management in the cities and unincorporated areas of the County. This document also summarizes the types of programs planned for individual jurisdictions and describes countywide programs that could be consolidated. The Los Angeles County Integrated Waste Management Plan, 2020 Annual Report on the Countywide Summary Plan and Countywide Siting Element, describes the County's approach to dealing with a broad range of solid waste issues, including profiles of permitted solid waste disposal facilities (i.e., Class III [non-hazardous materials] landfills, transformation facilities, and out-of-County landfills), recent legislation, markets for recyclable materials, development of alternative technology facilities, diversion credit for such facilities, and the state's 75 percent recycling goal. This document also includes the Los Angeles County Integrated Waste Management strategies to maintain adequate solid waste disposal capacity through 2034. The future development accommodated by the Project would be subject to the Los Angeles County Integrated Waste Management Plan (County of Los Angeles 2021a).

Countywide Organic Waste Management Plan

In April 2018, Los Angeles County published its Countywide Organic Waste Management Plan (Organics Plan), which 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. The first Annual Report to the Organics Plan was published by the County in December 2019.

Construction and Demolition Debris Recycling and Reuse Ordinance

The County Board of Supervisors adopted the Construction and Demolition Debris Recycling and Reuse Ordinance on January 4, 2005. The ordinance added Chapter 20.87 to the Los Angeles County Code (County Code), which requires projects in the unincorporated areas to recycle or reuse 50 percent by weight of all construction and demolition debris removed from a site. Its purpose is to increase the diversion of construction and demolition debris from disposal facilities, which will assist the County in meeting the state's waste reduction mandates. The code also requires submission of a recycling and reuse plan and associated annual reporting to demonstrate compliance with the plan.

In January 2011, the County adopted the Green Building Standards Code, which also sets forth recycling requirements for construction and demolition projects in the unincorporated areas of Los Angeles County. The provisions of the Green Building Standards Code are more stringent than those of the Construction and Demolition Debris Recycling and Reuse Ordinance that was adopted in 2005. For non-residential construction projects, 65 percent of the debris generated (by weight) must be recycled.

Los Angeles County Standard Urban Storm Water Mitigation Plan

The Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSWMP) provides drainage regulations for specific types of development projects, which include:

- Ten or more unit homes (includes single-family homes, multi-family homes, condominiums, and apartments);
- Automotive service facilities;

- Restaurants;
- Any commercial or industrial development that creates at least 100,000 square feet of impermeable area, including parking;
- Retail gasoline outlet;
- Parking lots 5,000 square feet or more of surface area or with 25 or more parking spaces;
- Redevelopment projects in subject categories that meet redevelopment thresholds (County of Los Angeles 2000).

Development projects included in the list above would be required to comply with the County SUSMP submittal requirements, as listed below:

- Provide a hydrology analysis to determine the design flow rate (QPM) or Volume (VM) for the first 3/4-inch of rainfall that must be treated.
- Submit site specific hydraulic calculations along with the recommended structural BMP manufacturer's product specifications to verify the BMP will adequately handle the minimum design flow required for treatment.
- Show locations of best management practices (BMPs) on building/drainage plans.
- Determine and provide the pre and post development pervious and impervious areas created by the proposed development.
- Submit Operation and Maintenance Guidelines that include the designated responsible party to manage the SUSMP devices, employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, and copies of resource agency permits. Inspection and servicing of all SUSMP devices must occur on an annual basis at a minimum.

The County includes example BMPs within the SUSWMP to be implemented on sites that would aid in stormwater drainage; examples of these include using minimum pavement widths and permeable pavement, directing of rooftop runoff to pervious areas, and including vegetated swales and strips and infiltration basins throughout the development (County of Los Angeles 2000).

County of Los Angeles Hydrology Manual

The County of Los Angeles Hydrology Manual provides information relevant to conducting hydrologic study within the County of Los Angeles. This manual provides examples and methods to explain the steps involved in converting rainfall to runoff flow rates and volumes using Public Works' standards. In addition, this manual contains procedures and standards developed and revised by the Water Resources Division of Public Works based on historic rainfall and runoff data collected within the County. The techniques in this manual apply to the design of local storm drains, retention and detention basins, pump stations, and major channel projects. The techniques also apply to storm drain deficiency and flood hazard evaluations. Low flow hydrology methods related to water quality standards are also discussed.

Title 27, Electrical Code

Title 27 of the County Code adopts and incorporates by reference the California Electric Code and provides minimum standards to safeguard the public's safety and welfare by regulating the design, construction, installation, quality of materials, use, location, operation and maintenance of electrical systems, equipment and appliances. The provisions of the Electrical Code apply to the construction, alteration, moving, repair and use of any electrical wiring on any premises within the unincorporated area of the County (Title 27 Section 80-3, Scope).

Los Angeles County 2035 General Plan

The Public Services and Facilities Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015):

Goal PS/F 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.
- **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 1.3** Ensure coordinated service provision through collaboration between County departments and service providers.
- **Policy PS/F 1.4** Ensure the adequate maintenance of infrastructure.
- **Policy PS/F 1.5** Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.
- **Policy PS/F 1.7** Consider resource preservation in the planning of public facilities.

Goal PS/F 2 Increased water conservation efforts

- **Policy PS/F 2.1** Support water conservation measures
- **Policy PS/F 2.2** Support educational outreach efforts that discourage wasteful water consumption.

Goal PS/F 3 Increased local water supplies through the use of new technologies

- **Policy PS/F 3.1** Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.
- **Policy PS/F 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.

Goal PS/F 4 Reliable sewer and urban runoff conveyance treatment systems

- **Policy PS/F 4.1** Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.
- **Policy PS/F 4.2** Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as Transit Oriented Districts.
- **Policy PS/F 4.3** Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas.

Policy PS/F 4.4 Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.

Goal PS/F 5 Adequate disposal capacity and minimal waste and pollution

Policy PS/F 5.1 Maintain an efficient, safe, and responsive waste management system that reduces waste while protecting the health and safety of the public.

Policy PS/F 5.2 Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.

Policy PS/F 5.5 Reduce the County's waste stream by minimizing waste generation and enhancing diversion.

Policy PS/F 5.7 Encourage the recycling of construction and demolition debris generated by public and private projects.

Policy PS/F 5.8 Ensure adequate and regular waste and recycling collection services.

Policy PS/F 5.9 Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

Goal PS/F 6 A County with adequate public utilities

Policy PS/F 6.1 Ensure efficient and cost-effective utilities that serve existing and future needs.

Policy PS/F 6.4 Protect and enhance utility facilities to maintain the safety, reliability, integrity and security of utility services.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The East Los Angeles 3rd Street Specific Plan guides and fosters transit-supportive development around the Metro L-Line (formerly Gold-Line) stations, as well as stabilizes and enhances the adjoining residential neighborhoods. The East Los Angeles 3rd Street Specific Plan contains goals and policies relevant to utilities and service systems, including but not limited to sustainable practices related to water supplies (County of Los Angeles 2014a).

Florence Firestone Community Plan. As a result of Project implementation, the Florence-Firestone Community Plan would be reorganized and incorporated into the Metro Area Plan. Goals and policies within the Florence-Firestone Community Plan related to utilities and service systems include requirements for infrastructure improvements to support future development (County of Los Angeles 2019a).

Florence Firestone TOD Specific Plan. The Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) implements the goals and policies of the Florence-Firestone Community Plan (County of Los Angeles 2023a).

Connect Southwest LA: a TOD Specific Plan for West Athens-Westmont: As a result of Project implementation, Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Connect Southwest LA Specific Plan) would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code through. Goals and policies within the Connect Southwest LA Specific Plan related

to utilities and service systems include requirements for infrastructure improvements to support future development (County of Los Angeles 2019b).

Willowbrook TOD Specific Plan. As a result of Project implementation, the Willowbrook TOD Specific Plan would be reorganized so regulations and development standards are codified in a numbering system that is consistent with the rest of the Zoning Code. The Willowbrook TOD Specific Plan includes discussion on existing and proposed infrastructure improvements to support water, sewer, storm drain, and other systems (County of Los Angeles 2018).

4.19.1.2 Existing Environmental Conditions

Regional Utilities and Service Systems

The following is a summary of the regional utilities and service systems setting common to the Metro Area Plan communities.

Stormwater Service. Drainage facilities in Metro Area Plan communities are provided and maintained by the LACFCD and, with the exception of Florence-Firestone and Walnut Park, the California State Department of Transportation (Caltrans). LACFCD is responsible for regional flood control protection within the County.

Sewer Service. The LACSD provides wastewater treatment services for all Metro Area Plan communities. LACSD own, operate, and maintain the large trunk sewers that form the backbone of the wastewater conveyance system in the Project area. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The wastewater generated by the Metro Area Plan communities is treated at the Joint Water Pollution Control Plant, located in the City of Carson, and the Los Coyotes Water Reclamation Plant, located in the City of Cerritos. See Figure 4.19-1, Existing Sanitary Sewer System, which identifies the existing regional sanitary sewer system for the Metro Area Plan geographic extent and Figure 4.19-2, Los Angeles County Sanitation District Joint Outfall System Service Area, identifies the LACSD service area.

The Joint Water Pollution Control Plant (the LACSD's largest wastewater treatment plant) has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of approximately 250 mgd. The Los Coyotes Water Reclamation Plant has a capacity of 37.5 mgd and currently processes an average flow of approximately 23 mgd (LACSD 2022a). Therefore, the current average total sewage flow to these wastewater treatment plants is approximately 273 mgd and the combined total treatment capacity is approximately 438 mgd. The Metro Area Plan areas are found within the LACSD districts listed in Table 4.19-1.

Table 4.19-1. Los Angeles County Sanitation Districts

Metro Area Plan Community	LACSD District No(s).
East Los Angeles	2
Walnut Park	1
Florence-Firestone	1
West Athens-Westmont	5
Willowbrook	1
West Rancho Dominguez -Victoria	1 & 8
East Rancho Dominguez	1

Source: LACSD 2022b; Appendix J

The County's Sewer Maintenance Districts, managed by the Los Angeles County Public Works (Public Works) Sewer Maintenance Division (SMD), are primarily responsible for operation and maintenance of sewer collection and conveyance systems, including sewer mains, pump stations, and manhole structures. The Sewer Maintenance Districts are made up of the Marina Sewer Maintenance District, the Consolidated Sewer Maintenance District (CSMD), and its nine zones (Public Works 2018). The CSMD is responsible for overseeing sewer conveyance systems the Project area (Public Works 2022a). At the regional level, the Sewer Maintenance Districts serve over two million people within incorporated and unincorporated areas of the County. The SMD is responsible for overseeing operation and maintenance of over 4,600 miles of sanitary sewers (e.g., sewer mains in streets and easements), 104,151 manhole structures, 155 pump stations, and 4 wastewater treatment plants (Public Works 2022b). About 95 percent of sewage flows from the Sewer Maintenance Districts' local collection and conveyance systems discharge into the LACSD facilities for treatment and disposal (Public Works 2018; Appendix J).

Wastewater Generation. As described in the 2022 Public Water System Study conducted by Dudek (Appendix F-2), estimated potable water demand per person (in units of gallons per capita per day, gpcd) is listed in 2020 UWMPs for three (3) of the four (4) Metro Area Plan area retail water purveyors. The average per capita water demand for the Metro Area Plan retail water purveyors is 81 gpcd (Appendix J). This value was multiplied by the population and employment values for each Metro Area Plan area to estimate the existing average potable water demand of the Metro Area Plan communities, as detailed in Table 4.19-2. The estimated sewer load for each Metro Area Plan community is also shown in Table 4.19-2.

Table 4.19-2. Estimated Existing Sewer Loads

MAP Community	Est. Existing Residential Population[1]	Est. Existing Employees[2]	Total Est. Existing Population and Employees	Est. Average Water Demand (mgd)[4]	Est. Average Sewer Load (mgd)[5]
East Los Angeles	118,786	22,621	141,407	11.45	6.87
East Rancho Dominguez	15,114	763	15,877	1.29	0.77
Florence-Firestone	61,983	7,443	69,426	5.62	3.37
Walnut Park	15,214	1,015	16,229	1.31	0.79
West Athens-Westmont	43,306	3,752	47,058	3.81	2.29
West Rancho Dominguez-Victoria	24,347	15,334	39,681	3.21	1.93
Willowbrook	24,295	5,304	29,599	2.40	1.44
Plan Area Total	**303,045**	**56,232**	**359,277**	**29.10**	**17.46**

Source: Appendix J

Notes:

1 Baseline population for the Project area reflects population data from the 2020 Decennial Census, which the County determined represented the most accurate reflection of population within the Project area as the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022a).

2 Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2019, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Recirculated Draft PEIR (U.S. Census 2022b).

4 Value estimated based on average 2020 per capita water demand from Table 7 of 81 gpcd (Appendix J).

[5] Assumes sewer return rate of 60% of the water demand.

Water Supply. As discussed in Section 4.10.1.2, the Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the CBMWD and WBMWD. The CBMWD in turn wholesales potable water to six of the seven Project area communities (Figure 4.19-3, Wholesale and Retail Water Purveyors). CBMWD does not serve potable water to the West Athens-Westmont community. CBMWD is the wholesaler for four retail water purveyors within the Project area, including the California Water Service Company (Cal Water), Golden State Water Company, Liberty Utilities, and Walnut Park Mutual Water Company.

Each of these retail purveyors derive a portion of their water supply from groundwater from the West Coast and Central groundwater basins, which are adjudicated basins. WBMWD wholesales water to two of the seven Project area communities, including West-Athens-Westmont and West Rancho Dominguez-Victoria (Appendix F-2). Approximately 19 percent of WBMWD's water supply is derived from groundwater from the Central and West Coast groundwater basins (WBMWD 2022). Prior to the adjudication of groundwater rights in the early 1960s, annual production (pumping) reached levels as high as 292,000 AF in the Central Basin and 94,000 AF in the West Coast Basin. This was more than double the 173,400 AF of natural safe yield of the basins determined by the Department of Water Resources in 1962. The "natural safe yield" is the amount that can be withdrawn from the aquifer without adverse effect, assuming natural replenishment of the aquifer generally from runoff and precipitation. Due to this serious overdraft, water levels declined, groundwater was lost from storage, and seawater intruded into the coastal aquifers. To remedy this problem, the courts adjudicated the two basins to limit pumping. The current amount allowed to be pumped from both basins in total is 281,835 acre-feet per year (AFY) (WRD 2016).

Prior to recent Judgment (i.e., adjudication) amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central Basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions. After several challenges to these motions, final decisions on the amendments were rendered on December 23, 2013 (Central Basin) and December 5, 2014 (West Coast Basin). SGMA groundwater basin designations do not apply to adjudicated basins.

Solid Waste. In 2014, the County of Los Angeles Board of Supervisors adopted a Roadmap to a Sustainable Waste Management Future which 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 Metro Area Plan communities are part of this program, which includes the 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. As of 2018, the diversion rate for the County was 68 percent (County of Los Angeles 2019c). 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 (County of Los Angeles 2019c, 2021a). Public Works manages the collection of solid waste for residents and businesses in the Project area (Public Works 2022c). Table 4.19-3 lists the permitted solid-waste disposal facilities in the County serving the Project area, along with their distance and direction from the Project area, materials accepted, and an estimate

of their remaining capacity and lifetime as of December 31, 2020 (County of Los Angeles 2021a). Table 4.19-3 does not include inert landfills or debris disposal sites that do not currently accept municipal solid waste.

Table 4.19-3. Solid-Waste Disposal Facilities in Los Angeles County

Class III Landfills					
Facility Name	**Permit No.**	**Distance and Direction**	**Materials Accepted**	**Remaining Capacity (million tons)**	**Remaining Life (years)**
Antelope Valley Public Landfill	19-AA-5624	34 miles north	Agricultural, Asbestos, Construction / Demolition, Contaminated Soil, Green Materials, Industrial, Inert, Mixed Municipal	10.18	9
Chiquita Canyon Sanitary Landfill	19-AA-0052	37 miles northwest	Mixed Municipal, Green Materials, Construction / Demolition, Industrial, Inert	54.42	27
Lancaster Landfill and Recycling Center	19-AA-0050	47 miles north	Agricultural, Construction/demolition, Industrial, Mixed municipal, Tires, Inert, Green Materials, Asbestos, Sludge (BioSolids), Contaminated Soil	9.87	21
Pebbly Beach	19-AA-0061		Asbestos, Green Material, Household Trash, Inert; Metals, Municipal Sludge	0.03	8
Sunshine Canyon City/County Landfill	19-AA-2000	25 miles northwest	Construction/demolition, Green Materials, Industrial, Inert Materials, Mixed municipal	54.08	17
			Total Remaining Landfill Capacity	**128.58**	—
Transformation Facilities					
Facility Name	**Permit No.**	**Distance and Direction**	**Materials Accepted**	**EPA Annual Limit (tons)**	
Southeast Resource Recovery Facility[1]	19-AK-0083	9 miles south	Green Materials, Household Trash	500,000	—

Source: County of Los Angeles 2021a
Notes: mt = million tons
[1] The Southeast Resource Recovery Facility (SERRF) is a "waste-to-energy" facility where solid waste is burned and used to generate electricity.

In 2020, the total amount of solid waste disposed of at in-County Class III landfills, transformation facilities, and out-of-County landfills was approximately 11 million tons. Active in-County landfills that have a Waste Plan Conformance Agreement with the County include Chiquita Canyon, Lancaster, and Sunshine Canyon City/County Landfills. Together, these landfills handle approximately 70% of the in-County solid waste (County of Los Angles 2021a). The remaining Class III landfill capacity in the County is estimated at 142.67 million tons (County of Los Angeles 2021a). As

demonstrated in Table 4.19-3 above, for facilities processing solid waste from the Project area, the remaining landfill capacity is approximately 128.58 tons (County of Los Angeles 2021a). Solid waste materials from the Project area could also be accepted at the Southeast Resource Recovery Facility, which is permitted to process 500,000 tons of solid waste annually. In 2020, the Southeast Resource Recovery Facility had an average daily solid-waste intake of 1,231 tons per day, which is equivalent to 384,097 tons per year (County of Los Angeles 2021a).

In addition to solid-waste disposal at the in-County landfills and transformer facility, the County currently relies on solid-waste exports to out-of-County landfills. In 2020, approximately 41 percent[1] of the County's solid waste was disposed of at out-of-County facilities at a rate of approximately 14,567 tons per day (County of Los Angeles 2021a). The County is anticipated to continue to export waste to out-of-County landfills at a similar rate over the next 15 years (County of Los Angeles 2021a). As of 2020, there were nine out-of-County landfills available for use by the County and County jurisdictions. These facilities are in the surrounding counties of Kern, Orange, Riverside, San Bernardino, and Ventura (County of Los Angeles 2021a). Future use of the waste-by-rail system to Mesquite Regional Landfill in Imperial County is also being considered (County of Los Angeles 2021a).

Construction waste is typically disposed of at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. In 2020, the amount of inert waste in the County disposed at the permitted inert waste landfill totaled 321,830 tons (County of Los Angeles 2021a). The Azusa Land Reclamation Co. in the City of Azusa is classified as an inert landfill, which has an estimated remaining capacity of 64.64 million tons.[2] Given the remaining permitted capacity and the average County disposal rate of 1,032 tons per day in 2020, this Azusa landfill's capacity will be exhausted in 201 years; however, based on the landfill's solid waste facility permit closure date, the landfill expected to close in 25 years. In addition to the Azusa landfill and the facilities noted in Table 4.19-3, above, as accepting inert materials, there are other facilities in the County that only process inert waste and other construction and demolition waste. These include several facilities in City of Irwindale (e.g., Durbin Landfill; Hanon Aggregates, West Inc., Nu-Way Arrow Reclamation), as well as the Montebello Land and Water Co. in the City of Montebello, Peck Rock and Gravel Pit the City of Monrovia, and Sun Valley Landfill in the City of Sun Valley. As of 2020, these inert debris facilities (excluding Azusa Land Reclamation Co.) had a maximum daily capacity of approximately 27,130 tons per day (County of Los Angeles 2021a).

Electrical Service. Electricity in the Metro Area Plan communities 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 CPUC. Electricity is transmitted by a network of aboveground and underground power lines to supply sufficient power to all locations, including streetlights and traffic signals. The existing electrical system has adequate capacity to serve the project area.

Natural Gas. Natural gas currently serving the Metro Area Plan communities is provided by SoCalGas, which owns and operates two natural gas storage fields in southern California. These storage fields help meet peak seasonal demand and allow southern California customers to secure natural gas supplies more efficiently. SoCalGas also owns and operates four underground storage facilities located around southern California. In addition, SoCalGas owns and operates all transmission mains, distribution pipelines, and service laterals in the Metro Area Plan communities.

1 4,544,808 tons / 11,080,040 tons = 0.41 or approximately 41 percent (County of Los Angeles 2021a).

2 As of 2020, Azusa Land Reclamation Co. had a full solid waste facility permit, and historically accepted both inert materials and municipal solid waste. However, by Court Order, on October 2, 1996, the Los Angeles Regional Water Quality Control Board ordered the Azusa landfill to stop accepting municipal solid waste (County of Los Angeles 2021a).

Telecommunication Service. Telecommunication facilities are installed in the Project area by a variety of private utility companies, including AT&T, Cox, Frontier, and Earthlink (HighSpeedInternet 2022).

Local Utilities and Service Systems

The following is a summary of the utilities and service systems specific to each community within the Metro Area Plan.

East Los Angeles

Stormwater Drainage. Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-710, I-10, I-5, and SR-60 freeways, which traverse East Los Angeles. In addition, as detailed in Table 4.10-3 and illustrated on Figure 4.10-6, stormwater within the East Los Angeles community flows primarily into ten LACFCD storm drains.

Wastewater Conveyance. The East Los Angeles community has sewers that range in diameter from 6-inch to 27-inch. The East Los Angeles community sewers flow south into either a 54-inch LACSD trunk sewer in Smithway Street or a 33-inch LACSD trunk sewer in South Eastern Avenue. See Figure 3.19-1 and Figure 3a of Appendix J for wastewater conveyance infrastructure alignments within the East Los Angeles community.

Natural Gas. Two high pressure SoCalGas distribution lines are located in East Los Angeles, including an east-west trending line north of East Cesar Chavez Avenue, an east-west trending line south of East Olympic Boulevard, which connects to a northwest-southeast trending gas line along Interstate 5 (SoCalGas 2021).

Solid Waste. The East Los Angeles Area is in the Belvedere Garbage Disposal District. As summarized in Table 4.19-4, current solid waste production in East Los Angeles, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 18,381 tons per year.

Table 4.19-4. Existing Solid Waste Output – East Los Angeles

Land Use	Solid Waste Generation (tons/year)
Residential	14,096
Industrial	4,239
Accessory Commercial Unit (ACU)	46
Total	**18,381**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.
Note: Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.

East Rancho Dominguez

Stormwater Drainage. Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-710 freeway, which is immediately east of East Rancho Dominguez. In addition, as detailed in Table 4.10-4 and illustrated on Figure 4.10-7, stormwater within the East Rancho Dominguez community flows primarily into two LACFCD storm drains.

Wastewater Conveyance. The East Rancho Dominguez community has sewers that range in diameter from 8-inch to 36-inch. The East Rancho Dominguez community sewers flow into the two (2) LACSD trunk sewers listed in

Table 4.19-5. See Figure 4.19-1 and Figure 3d of Appendix J for wastewater conveyance infrastructure alignments within the East Rancho Dominguez community.

Table 4.19-5. East Rancho Dominguez LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
South Temple Ave	West to South	36
South Atlantic Blvd at East Alondra Blvd	South	33

Natural Gas. A north-south trending SoCalGas transmission line is located along Atlantic Avenue and an east-west trending high pressure distribution line is located in the southern portion of the community along West Myrrh Street, connecting with East Cypress Street (SoCalGas 2021).

Solid Waste. The East Rancho Dominguez Area is in the Florence-Firestone-Willowbrook 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 (County of Los Angeles 2019a; Public Works 2021a). As summarized in Table 4.19-6, current solid waste production in East Rancho Dominguez, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 1,367 tons per year.

Table 4.19-6. Existing Solid Waste Output – East Rancho Dominguez

Land Use	Solid Waste Generation (tons/year)
Residential	1,363
Industrial	N/A
Accessory Commercial Unit (ACU)	4
Total	**1,367**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.

Notes

1. Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units
2. N/A = not applicable for communities that do not contain existing industrial uses.

Florence-Firestone

Stormwater Drainage. The storm drainage system in the Florence-Firestone community consists of a combination of public and privately maintained channels, including a majority of segments that are maintained by LACFCD, 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 four LACFCD storm drains are listed in Table 4.10-5 and illustrated in Figure 4.10-8.

Wastewater Conveyance. The Florence-Firestone community has sewers that range in diameter from 8-inch to 27-inch. The Florence-Firestone community sewers flow into the eight (8) LACSD trunk sewers listed in Table 4.19-7. See Figure 4.19-1 and Figure 3c of Appendix J for wastewater conveyance infrastructure alignments within the Florence-Firestone community.

Table 4.19-7. Florence-Firestone LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Ted Watkins Memorial Park	South	15
Compton Ave	South	15
Bandera St	South	15
Juniper St at East 97th St	South	15
South Alameda St at East 97th St	South	27
North Alameda at Indiana Ave	South	21
South Alameda St at Slauson Ave	East to Southeast	42
Independence Ave[1]	East	15

Note:
[1] Sewage leaves the Florence-Firestone community from an 8-inch LA DPW sewer in Short Street at Santa Fe and then flows southeast to the LACSD 15-inch trunk sewer in Independence Avenue.

Natural Gas. A high pressure distribution line runs north-south along South Alameda Street, in the eastern portion of the Florence-Firestone community, and an east-west trending transmission line traverses the southern portion of the community, along West Century Boulevard and East 95th Street. In addition, a north-south transmission line runs through the neighborhood east of Elm Street (SoCalGas 2021).

Solid Waste. The Florence-Firestone Area is in the Florence-Firestone-Willowbrook 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 (County of Los Angeles 2019a; Public Works 2021a, 2021b). As summarized in Table 4.19-8, current solid waste production in the Florence-Firestone community, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 8,233 tons per year.

Table 4.19-8. Existing Solid Waste Output – Florence-Firestone

Land Use	Solid Waste Generation (tons/year)
Residential	6,707
Industrial	1,502
Accessory Commercial Unit (ACU)	24
Total	**8,233**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.

Note: Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.

Walnut Park

Stormwater Drainage. As detailed in Table 4.10-6 and illustrated on Figure 4.10-9, stormwater within the Walnut Park community flows primarily into two LACFCD storm drains.

Wastewater Conveyance. The Walnut Park community has sewers that range in diameter from 8-inch to 15-inch. The Walnut Park community sewers flow south into either a 15-inch LACSD trunk sewer in Mountain View Avenue or a 15-inch LACSD trunk sewer in Independence Avenue just west of Long Beach Boulevard. See Figure 4.19-1 and Figure 3b of Appendix J for wastewater conveyance infrastructure alignments within the Walnut Park community.

Natural Gas. A north-south trending transmission line lies along California Avenue, in the eastern portion of the community (SoCalGas 2021).

Solid Waste. The Walnut Park community is in the Walnut Park Garbage Disposal District (Public Works 2021a, 2021b). As summarized in Table 4.19-9, current solid waste production in Walnut Park, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 1,704 tons per year.

Table 4.19-9. Existing Solid Waste Output – Walnut Park

Land Use	Solid Waste Generation (tons/year)
Residential	1,703
Industrial	N/A
Accessory Commercial Unit (ACU)	1
Total	**1,704**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.

Note:

1. Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.
2. N/A = not applicable for communities that do not contain existing industrial uses.

West Athens-Westmont

Stormwater Drainage. Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-105 freeway, which traverses West Athens-Westmont. In addition, as detailed in Table 4.10-7 and illustrated on Figure 4.10-10, stormwater within the West Athens-Westmont community flows primarily into seven storm drains. All but the Anderson Wash tributary (which is owned by Caltrans), is owned by LACFCD.

Wastewater Conveyance. The West Athens-Westmont community has sewers that range in diameter from 8-inch to 18-inch. The West Athens-Westmont community sewers flow into the seven (7) LACSD trunk sewers listed in Table 4.19-10. See Figure 4.19-1 and Figure 3f of Appendix J for wastewater conveyance infrastructure alignments within the West Athens-Westmont community.

Table 4.19-10. West Athens-Westmont LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Vermont Ave[1]	North	24
West 88th St	East	15
West 99th St	East	18
South Van Ness Ave at West El Segundo Blvd	South	18
Pacific Electric Railroad in Holly Park at South Wilton Pl	Southwest	12
South Western Ave	South	12
Colden Ave	East	12

Note:

1. Wastewater that is conveyed through the Vermont Avenue Extension Trunk Sewer is treated by the City of Los Angeles Hyperion Treatment System.

Natural Gas. An east-west trending transmission line traverses the central portion of the community, along West 103rd and West 104th Street, with a north-south connection along South Vermont Avenue (SoCalGas 2021).

Solid Waste. The West Athens-Westmont community is in the Athens-Woodcrest-Olivita Garbage Disposal District (Public Works 2021a, 2021b). As summarized in Table 4.19-11, current solid waste production in West Athens-Westmont, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 6,193 tons per year.

Table 4.19-11. Existing Solid Waste Output – West Athens-Westmont

Land Use	Solid Waste Generation (tons/year)
Residential	6,188
Industrial	N/A
Accessory Commercial Unit (ACU)	5
Total	**6,193**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.

Note:

1. Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.
2. N/A = not applicable for communities that do not contain existing industrial uses.

West Rancho Dominguez-Victoria

Stormwater Drainage. Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-110 freeway, which traverses the northwest corner of West Rancho Dominguez-Victoria. In addition, as detailed in Table 4.10-8 and illustrated on Figure 4.10-11, stormwater within the West Rancho Dominguez-Victoria community flows primarily into eight storm drains. All but the Compton Creek storm drain outlet (which is owned by the U.S. ACOE), is owned by LACFCD.

Wastewater Conveyance. The West Rancho Dominguez-Victoria community has sewers that range in diameter from 4-inch to 27-inch. The West Rancho Dominguez-Victoria community sewers flow into the six (6) LACSD trunk sewers listed in Table 4.19-12. See Figure 4.19-1 and Figure 3e of Appendix J for wastewater conveyance infrastructure alignments within the West Rancho Dominguez-Victoria community.

Table 4.19-12. West Rancho Dominguez-Victoria LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Storm Channel at Rosecrans Blvd	Southeast	33
Stanford Ave	North	15
West Side of Broadway St South of West Alondra Blvd	South	24
East Side of Broadway St South of West Alondra Blvd	South	15
Avalon Blvd South of Alondra St	South	15
Stanford Ave at West 154th St	South	12

Natural Gas. A north-south trending transmission line and high pressure distribution line are located along North Central Avenue, in the eastern portion of the West Rancho-Dominguez community (SoCalGas 2021).

Solid Waste. The West Rancho-Dominguez Area is in the Florence-Firestone-Willowbrook Garbage Disposal District, serviced by Consolidated Disposal Service (Republic Services) under the commercial franchise system (Public Works 2021a, 2021b). As summarized in Table 4.19-13, current solid waste production in West Rancho Dominguez, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 11,252 tons per year.

Table 4.19-13. Existing Solid Waste Output – West Rancho Dominguez-Victoria

Land Use	Solid Waste Generation (tons/year)
Residential	3,076
Industrial	8,172
Accessory Commercial Unit (ACU)	4
Total	**11,252**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.
Note: Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.

Willowbrook

Stormwater Drainage. Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-105 freeway, which traverses the northern portion of Willowbrook. In addition, as detailed in Table 4.10-9 and illustrated in Figure 4.10-12, stormwater within the Willowbrook community flows primarily into five storm drains. All but the Compton Creek storm drain outlet (which is owned by the U.S. ACOE), is owned by LACFCD.

Wastewater Conveyance. The Willowbrook community has sewers that range in diameter from 8-inch to 54-inch. The Willowbrook community sewers flow into the two (2) LACSD trunk sewers listed in Table 4.19-14. See Figure 4.19-1 and Figure 3g of Appendix J for wastewater conveyance infrastructure alignments within the Willowbrook community.

Table 4.19-14. Willowbrook LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
North Alameda St at East Oris St	South	54
South Compton Ave	South	27

Natural Gas. A north-south trending transmission line and high pressure distribution line are located along South Central Avenue, in the northwestern portion of the community. In addition, an east-west trending high pressure distribution line intersects with the South Central Avenue line at East 120th Street. In addition, a north-south trending high pressure distribution line runs along South Alameda Street, along the eastern boundary of the community (SoCalGas 2021).

Solid Waste. The Willowbrook Area is in the Florence-Firestone-Willowbrook 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 (County of Los Angeles 2019a; Public Works 2021a). As summarized in

Table 4.19-15, current solid waste production in Willowbrook, for the land uses that would be modified through implementation of Metro Area Plan land use changes and policy updates, is approximately 3,114 tons per year.

Table 4.19-15. Existing Solid Waste Output – Willowbrook

Land Use	Solid Waste Generation (tons/year)
Residential	2,574
Industrial	534
Accessory Commercial Unit (ACU)	6
Total	**3,114**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.
Note: Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.

4.19.2 Environmental Impacts

4.19.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

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 generated by the proposed Metro Area Plan.

Water/Sewer Capacity

The analysis of water and sewer infrastructure capacity focuses on the projected increase in water demand and wastewater generation over the 2035-year horizon of the Metro Area Plan, in comparison to existing conditions. Impacts are considered significant if buildout of the Project would result in the need for construction of water and wastewater facilities that could result in a significant impact on the environment.

Storm Drain Capacity

The analysis of storm drain capacity focuses on the potential increase in stormwater generation that is anticipated to occur from buildout of the Metro Area Plan, in comparison to existing conditions. Impacts would be considered significant if the Project would result in a substantial increase in stormwater generation, which would necessitate construction or expansion of drainage facilities that could cause a significant impact on the environment.

Energy System Capacity

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy (i.e., electricity and natural gas) that could result in energy capacity problems to existing infrastructure and requiring the expansion of infrastructure or energy supplies. Impacts would be considered significant if the Project would result in a substantial increase in energy demand that would necessitate construction or expansion of energy facilities that could cause a significant impact on the environment.

Water Supply

The water supply analysis focuses on the potential increased demand associated with buildout of the Metro Area Plan. The primary resources used for this analysis include the Dudek Public Water System Study Memorandum (Appendix F-2), which is based on the respective UWMPs for each retail water supplier, including Cal Water (2021), Golden State Water Company (2021), and Liberty Utilities-Park Water (2021). The projected increase in water demand over the 2035-year horizon of the Metro Area Plan is compared to future available supplies. The demand generated by the Metro Area Plan at buildout compared to existing water supplies determines whether an impact from implementation of the Metro Area Plan would occur. If buildout of the Metro Area 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 Project is accounted for in the most recently adopted UWMPs, the analysis incorporates the supporting information from the UWMPs. If the water demand in a service area is not accounted for in an UWMP, the water supply analysis includes a discussion with regard to whether the public water system's total projected available water supplies will meet the Project's water demand.

Wastewater Treatment

The analysis of wastewater treatment capacity focuses on the magnitude of the change in demand for wastewater treatment from buildout of the Metro Area Plan, based on the projected increase in water demand and wastewater generation over the 2035-year horizon of the Metro Area Plan. Impacts are considered significant if buildout of the Metro Area Plan would necessitate construction or expansion of wastewater facilities that could result in a significant impact on the environment.

Landfill Capacity

The analysis of landfill capacity focuses on whether existing and projected landfill capacity in the greater Los Angeles region will be sufficient to accommodate increased construction and operational waste generation associated with buildout of the Metro Area Plan. 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.

Solid Waste Regulations

The analysis of compliance with solid waste regulations considers how future development under the Metro Area Plan would be consistent with management and reduction statutes and regulations related to solid waste. Impacts would be considered significant if implementation of the Metro Area Plan 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.

4.19.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to utilities and service systems are listed below. A project may have a significant impact if it would:

Threshold 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.

Threshold 4.19-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Threshold 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Threshold 4.19-4: 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.

Threshold 4.19-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.19.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023b), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use and/or zone changes and programs:

1. Residential and Mixed Use – The Project would rezone and/or redesignate parcels throughout the Project area to allow for residential development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The Project would facilitate development of approximately 30,968 additional dwelling units within the Project area, which would result in approximately 108,390 additional Project area residents.[3] The parcels affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The proposed rezoning is illustrated in Figures 3-1a through 3-1b and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a though 3-2e, Proposed General Plan Land Use. The sites affected are currently

[3] As discussed in Chapter 3, Project Description, of this Recirculated Draft PEIR, the 30,968 units include 9,523 dwelling units within the FFTOD Specific-Plan area, as well as 21,445 units in other Project area communities. Subsequent to the public review of the Metro Area Plan's Draft PEIR, the FFTOD Specific Plan EIR was certified (in February 2023), which analyzed the Regional Housing Needs Assessment (RHNA) allocation within Florence-Firestone. Nevertheless, this Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 106 parcels in the Project area may develop ACUs, which would generate approximately 176 new jobs. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development. An aerial review indicates that nearly all parcels affected by the ACU program are currently occupied by existing development.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels, which are illustrated in Figure 3-3a through 3-3d. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. Under the two future zones, candidate parcels would accommodate development of approximately 1,124,731 additional square feet of industrial building area, which would result in approximately 3,515 new employees.

The Metro Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the Metro Planning Area and are consistent with the General Plan goals and polices applicable to the topics of utilities and system services listed in Section 4.19.1.1, above.

Areawide Goals and Policies

Goal LU 6 Industrial uses transition to technologies, industries, and operations that have minimal impact on sensitive uses and the natural environment.

Policy LU 6.4 Hazardous Waste Management. Require minimal use of hazardous chemicals and proper management of hazardous waste, including substituting hazardous chemicals used with less harmful alternatives, and legal disposal and elimination of untreated waste such as paints, oils, solvents, and other hazardous materials.

Goal HW/EJ 2 Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.

Policy HW/EJ 2.1 Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Policy HW/EJ 3.1 Repurpose Underutilized Space for Food Access. Support farmers' markets and community gardens at community parks, schools, vacant lots, and within overhead utility easements.

Goal M 3 Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.

Policy M 3.3 Curbside Management. Prioritize reliable transit and safe bicycling infrastructure, followed by other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, small public spaces as well as on-street parking to better manage the various demands on the urban curb.

Goal S/CR 3 A built environment that recognizes and aims to reduce effects of climate change.

Policy S/CR 3.1: Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy S/CR 3.2 Urban Greening. Implement greening through County projects, such as new and upgraded parks, vegetation, and green roofs and walls on public facilities.

Policy S/CR 3.4 Green Alleyways. Support the development of green alleyways in areas with regular flooding.

Policy S/CR 3.5 Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of utilities and service systems.

4.19.2.4 Impact Analysis

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Wastewater Treatment

As presented in Table 4.19-16, based on the projected population and employment growth in the Metro Area Plan communities and using the average per capita water use factor, the results estimate that sewage loads will increase by approximately 5.43 mgd, a 31 percent increase over existing sewage loads (see Table 4.19-2 in Section 4.19.1.2, Existing Environmental Conditions, above, for existing estimated sewage loads for the Project area). The LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant have an additional 167 mgd of available, unused treatment capacity before they reach their permitted design capacity of 438 mgd. While it is not possible to fully evaluate future treatment capacity without also fully understanding the potential increase in sewage loads across all of the Joint

Water Pollution Control Plant and Los Coyotes Water Reclamation Plant's collection areas, the collective Metro Area Plan communities' population increase constitutes less than 4 percent of the Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant's combined additional treatment capacity.

Table 4.19-16. Projected Project-Related Increase in Sewer Loads

MAP Community	Increase in Residential Population[1]	Increase in Industrial[2] Employees	Increase in ACU[3] Employees	Total Increase in Population and Employees[4]	Est. Increased Average Water Demand (mgd)[5]	Est. Increased Average Sewer Load (mgd)[6]
East Los Angeles	19,905	1,168	67	21,139	1.71	1.03
East Rancho Dominguez	8,666	-	12	8,678	0.70	0.42
Florence-Firestone	33,331	971	67	34,368	2.78	1.67
Walnut Park	19,541	-	5	19,546	1.58	0.95
West Athens-Westmont	8,785	-	8	8,793	0.71	0.43
West Rancho Dominguez-Victoria	18,081	1,157	12	19,249	1.56	0.94
Willowbrook	81	220	7	308	0.02	0.01
Plan Area Total	**108,390**	**3,515[7]**	**176[8]**	**112,081**	**9.08[9]**	**5.45**

Source: Appendix J

Notes:

1 Increased population values estimated based on the housing element allocation of the Project multiplied by the estimated 3.5 persons per household (PPH) for each parcel area. The 3.5 PPH calculation is borrowed from the County's Program EIR for the recently adopted General Plan Housing Element update. The 3.5 PPH average reflects the anticipated PPH after full implementation of the plans, policies, and programs set forth by the Housing Element (2021), which is aimed at alleviating overcrowding within the Metro Planning Area's seven communities (County of Los Angeles 2021b)

2 Industrial land use refers to the conceptual Life Science Park and Artisan Manufacturing land uses, such as cleantech, biotech, and custom manufacturing facilities under the implementation of the proposed Industrial Program.

3 Accessory Commercial Units (ACU) include corner markets, cafes, or in-home businesses.

4 Numbers may not sum precisely due to rounding.

5 Value estimated based on average 2020 per capita water demand of 81 gpcd (Appendix J).

6 Assumes sewer return rate of 60% of the water demand.

7 Plan Area Total is not 3,516 employees due to rounding.

8 Plan Area Total is not 178 employees due to rounding.

9 Plan Area Total is not 9.06 mgd due to rounding.

Because the collective Project-related population increase would constitute less than 4 percent of the Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant's combined remaining treatment capacity for their service area, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with future development accommodated by the Project. As such, additional treatment capacity would not be required, and impacts would be less than significant.

Stormwater Drainage

Conversion of existing lawn areas on single-family lots to impervious surfaces for mixed use or medium- to high-density residential developments would increase stormwater runoff as a result of completion of individual developments. However, because the Project area is predominantly developed with impervious surfaces, future development completed in accordance with the Project is expected to generate a minimal overall increase in runoff. In addition, the County LID Standards Manual and Green Infrastructure Guidelines require the use of stormwater control measures to reduce the potential for increased runoff and associated downstream flooding. These measures include the use of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality measures. Because many, if not most, of the individual existing Project sites to be redeveloped as part of the Project currently lack drainage improvements that are in compliance with the County LID Standards Manual and Green Infrastructure Guidelines, Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding. Such improved drainage conditions would be considered a beneficial impact. An exception would be conversion of lawn areas on existing single-family lots to impervious surfaces. However, in general drainage improvements completed during redevelopment projects would decrease runoff in comparison to existing conditions, as a result of implementation of the County LID Standards Manual and Green Infrastructure Guidelines. Additionally, in accordance with proposed goals and policies related to curbside management and urban greening (i.e., Goals LU M 3 and C/CR 3.1 and Policies M 3.3, S/CR 3.1, S/CR 3.2, S/CR 3.4, and S/CR 3.5) and existing implementation programs, such as the West-Vermont Avenue Green Alley Project and other County-approved green street and green alley projects, the County will continue to construct "green infrastructure" in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023). Continued implementation of these programs will minimize potential impacts to the stormwater system through reducing surface flows. As a result, it is not anticipated that the Project would require substantial construction or upgrades of existing drainage facilities that would result in significant environmental impacts. Impacts would be less than significant.

Other Infrastructure

Wastewater Conveyance. All existing and potential future deficiencies in the sanitary sewer collection system for each Metro Area Plan community are not currently known; nevertheless, absent project-level conveyance system data for each Metro Area Plan community, some local system deficiencies are known to exist. These deficiencies include those identified in the Florence-Firestone community (County of Los Angeles 2021c), and those identified through infrastructure assessments conducted as part of the LACSD Clearwater Project (LACSD 2021). As such, unknown deficiencies may occur in other segments of the collection system currently serving the Metro Planning Area that have not yet been identified. To address general conveyance deficiencies in the larger LACSD service area, system upgrades have been approved as part of the LACSD Clearwater Project which would provide new, long-term conveyance system capacity for the Metro Area Plan area and greater Los Angeles County population. System upgrades include the development of a new 7-mile tunnel to convey wastewater flows from the Joint Water Pollution Control Plant, which currently provides wastewater treatment service to the majority of the Metro Planning Area (LACSD 2021).

Regarding local conveyance systems and segments that may be required to carry additional wastewater loads resulting from increases in density and intensification of Project land uses, it is assumed that Public Works would assist with the identification of any system deficiencies during individual plan check reviews prior to grading and building permit issuance. Per the Public Works Building and Safety Division Plumbing Code Fee Schedule (Title 28

– Los Angeles Code, Ord. No. 2013-0050), as new Metro Area Plan developments are designed and built over time, individual permit applicants will be required to pay sewer fees to connect to Public Works sewers. These fees in turn fund capacity improvements to the local Public Works sewer collection and conveyance system. Additionally, because future Metro Area Plan development projects would involve infill development within existing urbanized areas, it is reasonable to assume that sewer collection system improvements would occur within existing street rights-of-way and therefore, would not result in new areas of disturbance.

Individual projects to be developed within the Project area would be required to undergo project-level plan checks prior to issuance of a grading and/or building permit, pay associated sewer fees, and prepare a project-level sewer area study by a California Registered Civil Engineer (if determined it is required by County Public Works during the plan check process), to identify any existing system deficiencies to ascertain if the local conveyance system could accommodate the proposed increase in wastewater loads. To date, detailed conveyance system information has not been documented for all seven communities within the Project area; therefore, deficiencies within local conveyance systems may exist at the time individual projects are proposed with the Project area. If an individual project or multiple projects would have the potential to exceed existing wastewater conveyance system capacities, the Project could require the relocation or construction of new or expanded wastewater conveyance facilities, the construction or relocation of which could cause significant environmental effects.

Water Conveyance. As illustrated in Figure 4.19-3, the Project communities are served by four retail water purveyors, including Cal Water, Golden State Water Company, Liberty Utilities, and Walnut Park Mutual Water Company. Retail water purveyors charge meter connection fees for all new customers connecting to their potable water transmission and distribution facilities. For example, Cal Water and Liberty Utilities require new customers to submit a signed agreement and fee for installing a meter connected to their system (Cal Water 2017; Liberty Utilities 1974). Meter connection fees would fund capacity improvements (if necessary) to the potable water facilities. Upgrades would likely be completed by either trenchless technology[4] or open trenching, to the depth of the underground water lines. Impacts associated with construction of water laterals and upgraded water mains would be temporary and would be subject to all applicable regulatory requirements.

Increases in density as a result of Project build-out would result in a projected increased water demand of approximately 9.04 mgd (Table 4.19-17). The demand would be highest where land use changes would convert candidate industrial parcels and single-family residential properties into mixed use and medium- to high-density residential developments. Local water infrastructure deficiencies are known to exist in the Florence-Firestone community (County of Los Angeles 2021b) and may also exist in other communities associated with the Project. If an individual project or multiple projects would have the potential to exceed existing water conveyance system capacities, the Project could require the relocation or construction of new or expanded water conveyance facilities, the construction or relocation of which could cause significant environmental effects.

Electric Power. The existing system supplies a sufficient level of electrical service to the Project area. Electric supply and demand are generally determined on a case-by-case basis. In accordance with the County's Electrical Code (County Code Title 27) Section 82-3 (Work Requiring a Permit), any electrical connections or installation of electrical wiring, devices, appliances, or apparatuses would require a permit from the County's Chief Electrical Inspector. New development or redevelopment would be responsible for upgrades and undergrounding as determined by SCE, in coordination with Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, Public Works, SCE, and CPUC will determine which overhead sections will be

[4] "Trenchless technology" is a process of installing and rehabilitating underground utilities like water, sewer & gas pipelines, electricity & communication cables, and other underground facilities. This technique minimizes or eliminates the need for excavation of the open cut trenches.

relocated underground. Project-related development would generally consist of infill development in an urban areas with existing access electrical infrastructure. As such, upgrades would be likely be confined to new wires, replacement utility poles, and lateral connections to the future project site, and not any centralized facilities. For any required connections to underground powerlines, upgrades would likely be completed by either trenchless technology or open trenching, to the depth of the underground utilities. The construction of the laterals to existing underground or overhead utility infrastructure would be temporary and would be subject to all applicable regulatory requirements discussed above in Section 4.19.1.1, Regulator Setting, including Article 83 (Requirements for Installation—Methods and Materials) and Section 82-3 of County Electrical Code. Growth facilitated by the Project would also be subject to Part 6 of Title 24 of the California Code of Regulations, requiring energy efficient technologies be incorporated as part of new development, which would reduce electricity demand associated with the Project (see Section 4.6, Energy, of this Recirculated Draft PEIR for further discussion of energy-saving requirements applicable to the Project). Furthermore, the Project proposes Goal S/CR 3 and Policy S/CR 3.1, (included above in Section 4.16.2.3, Land Use Changes, Programs, and Policies), which, if implemented over time through future development, could help reduce electrical demand through integration of energy efficient design and "green" materials. However, if an individual project or multiple projects would have the potential to exceed existing electric power system capacities, the Project could require the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects.

Telecommunication. The telecommunication provider chosen for individual projects would assess demand for services and the ability to serve new developments on a case-by-case basis after building plans are submitted by developers. The provider would pay for any assessed upgrades or new services and recoup the cost later with the additional revenue from new customers. As Project-related development would generally consist of infill development in urban areas, existing telecommunications and wireless infrastructure exists to serve the Project areas. Telecommunications upgrades, including wireless facility upgrades, would likely be confined to local connections and/or improvements on the individual project sites or within the public rights-of way, and would not require large-scale improvements to any centralized facilities. The small cell wireless communication facilities that may be required to boost local cellular signals in service of the Project would typically be attached to existing buildings or utility infrastructure (e.g., streetlights, utility poles). These types of facilities would qualify for a Class 2 Categorical Exemption under CEQA and would require approval of a conditional use permit in compliance with Title 22 County 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. Other required upgrades related to telecommunication facilities would likely be completed by either trenchless technology (e.g., horizontal drilling for fiber-optic cables, etc.), completion of open trenching to the depth of the underground utilities, or aboveground connections to overhead utility lines. The construction associated with these improvements would be temporary and would be subject to all applicable regulatory requirement, including Public Works' design standards and permitting process for small cell wireless facilities located in the public rights of way. If an individual project or multiple projects would have the potential to exceed existing telecommunications system capacities, the Project could require the relocation or construction of new or expanded telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Natural Gas. The analysis and decision on capacity to meet future demand under buildout of the Metro Area Plan would 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 developers would be responsible for the cost of required upgrades and new or relocated services for new development or redevelopments. Natural gas upgrades would be confined to the lateral connections to the Project site and not any centralized facilities, as Project related development would consist of infill development. Upgrades would likely be completed by either trenchless technology or completion of open trenching, to the depth of the underground utilities. If an individual project or

multiple projects would have the potential to exceed existing natural gas system capacities, the Project could require the relocation or construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects.

Conclusion for Other Infrastructure

If an individual project or multiple projects would have the potential to exceed existing wastewater conveyance system capacities, water conveyance system capacities, electric or natural gas system capacities, and/or telecommunication system capacities, the Project could require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Future construction-related impacts associated with the potential facility upgrades would be reduced with the incorporation of mitigation measures as discussed throughout this Recirculated Draft PEIR. As such, the following mitigation measures could apply for future activities: MM 4.3-1 (Construction Emissions), MM 4.4-1 (Special-Status Plant Species), MM 4.5-1 (Historic Architectural Resources), MM 4.5-2 (Archaeological Resources), MM 4.5-3 (Paleontological Resources), MM 4.9-1 (Environmental Site Assessment), MM 4.13-2 (Construction Noise), MM 4.13-3 (Construction Vibration), and MM 4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, at this programmatic level of review and without project-specific development plans, potential physical impacts associated with future wastewater conveyance system, water conveyance system, electric or natural gas system, and/or telecommunication system infrastructure upgrades required to support future projects would remain significant. Implementation of these measures do not ensure that all impacts from future infrastructure projects would be mitigated to a level of less than significant. Even with implementation of mitigation, potential impacts relative to infrastructure improvements could still occur and potential impacts would therefore be significant and unavoidable.

Threshold 4.19-2 Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Implementation of the Project would include infill and redevelopment that would accommodate population and employment growth; thereby increasing demand on water supplies. Increases in residential density, as well as allowable ACU development in residential zones and new industrial development under the proposed Industrial Program in the Project area, would result in increased potential water usage including potable water and fire prevention demand.

As detailed in Table 4.19-17, future development accommodated as a result of Project implementation would result in a total increase in population and employees of 112,081. As a result, the estimated water usage would increase by approximately 9.08 mgd, or approximately 10,180 AFY, a 31 percent increase over existing conditions for the Project area.

Table 4.19-17. Projected Project-Related Increase in Water Demand

Project Area Community	Increase in Residential Population[1]	Increase in Industrial[2] Employees	Increase in ACU[3] Employees	Total Increase in Population and Employees[4]	Est. Increased Average Water Demand (mgd)[5]
East Los Angeles	19,905	1,168	67	21,139	1.71
East Rancho Dominguez	8,666	-	12	8,678	0.70
Florence-Firestone	33,331	971	67	34,368	2.78

Table 4.19-17. Projected Project-Related Increase in Water Demand

Project Area Community	Increase in Residential Population[1]	Increase in Industrial[2] Employees	Increase in ACU[3] Employees	Total Increase in Population and Employees[4]	Est. Increased Average Water Demand (mgd)[5]
Walnut Park	19,541	-	5	19,546	1.58
West Athens-Westmont	8,785	-	8	8,793	0.71
West Rancho Dominguez-Victoria	18,081	1,157	12	19,249	1.56
Willowbrook	81	220	7	308	0.02
Plan Area Total	**108,390**	**3,515[6]**	**176[7]**	**112,081**	**9.08[8]**

Source: Appendix F-2
Notes: mgd = million gallons per day

1 Increased population values estimated based on the housing element allocation of the Project multiplied by the estimated 3.5 persons per household (PPH) for each parcel area. The 3.5 PPH calculation is borrowed from the County's Program EIR for the recently adopted General Plan Housing Element update. The 3.5 PPH average reflects the anticipated PPH after full implementation of the plans, policies, and programs set forth by the Housing Element (2021), which is aimed at alleviating overcrowding within the Metro Planning Area's seven communities (County of Los Angeles 2021b)

2 Industrial employment refers to employment associated with new development under the proposed Industrial Program, which would include life science, artisan production, and custom manufacturing uses.

3 Accessory Commercial Units (ACU) employment refers to employment associated with new ACUs, which would include corner markets, cafes, and/or in-home businesses on corner lots in residential zones within the Project area.

4 Numbers may not sum precisely due to rounding.

5 Value estimated based on average 2020 per capita water demand of 81 gallons per capita per day (Appendix F-2).

6 Plan Area Total is not 3,516 employees due to rounding.

7 Plan Area Total is not 178 employees due to rounding.

8 Plan Area Total is not 9.06 million gallon per day due to rounding.

In the Project area, MWD provides water to the CBMWD and WBMWD. The CBMWD in turn wholesales potable water to six of the seven Project area communities (Figure 4.19-3). CBMWD does not serve potable water to the West Athens-Westmont community. CBMWD is the wholesaler for four retail water purveyors within the Project area, including Cal Water, Golden State Water Company, Liberty Utilities, and Walnut Park Mutual Water Company. Each of these retail purveyors derive a portion of their water supply from groundwater from the West Coast and Central groundwater basins. WBMWD wholesales water to two of the seven Project area communities, including West-Athens-Westmont and West Rancho Dominguez-Victoria. Approximately 19 percent of WBMWD's water supply is derived from groundwater from the West Coast Groundwater Basin.

Metropolitan Water District

MWD provides water to approximately 19 million people via 26 member water agencies. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). The State Water Project on average supplies 30 percent of the water used in southern California. However, three consecutive years of severely dry conditions have resulted in the lowest deliveries ever from this critical supply over the past three years. As a result, MWD deliveries from the State Water Project have been reduced to only 5 percent of full allocations in 2022. MWD declared a Water Shortage Emergency for areas dependent on State Water Project water supplies and executed an Emergency Water Conservation Program requiring member agencies dependent on State Water Project deliveries to immediately cut water use by implementing one-day-a-week water restrictions, or the equivalent, by June 1, 2022. The affected agencies include: Calleguas Municipal Water District, Inland Empire Utilities Agency,

Las Virgenes Municipal Water District, LADWP, Three Valleys Municipal Water District, and Upper San Gabriel Valley Municipal Water District, which serve approximately 6 million people (MWD 2022).

While much of southern California benefits from diverse water supplies, these water agencies depend on water from Northern California, via the State Water Project, and have limited or no access to water from the Colorado River or other local resources. MWD has been working in partnership with its member agencies since 2021 to provide communities dependent on State Water with new access to Colorado River water or other supplies. MWD also continues to explore additional engineering and infrastructure improvements to improve the resiliency and flexibility of the region's water delivery system. MWD is also investing in drought-proof, climate change-resilient water supplies, such as recycled water. While the emergency is particularly acute for State Water Project-dependent communities, all southern Californians have been called on to conserve 20 to 30 percent under Governor Gavin Newsom's executive order issued in March 2022 (MWD 2022).

In addition, the upper portions of the Colorado River experienced an exceptionally dry spring in 2021 and 2022. In August 2021, the total Colorado River water supply system was 40 percent of capacity, down 49 percent from August 2020. As a result, the U.S. Bureau of Reclamation (Bureau of Reclamation) announced that releases from Glen Canyon Dam and Hoover Dam would be reduced in 2022 due to declining reservoir levels (U.S. Bureau of Reclamation 2021). On May 3, 2022, the Bureau of Reclamation announced it would withhold a large quantity of water to reduce risks of the lake falling below a point at which Glen Canyon Dam would no longer generate electricity. The Bureau of Reclamation will release approximately 500,000 AF in 2022, which contrasts with the 6.8 million AF of Colorado River water used by California, Arizona, and Nevada in 2020. However, MWD indicated that they had stored enough Colorado River water to fill the aqueduct for the next 2 to 3 years and will not need to limit water deliveries to its service area during that time period. MWD is urging all southern California residents to reduce water use by 20 percent (Los Angeles Times 2022).

The water agencies identified by MWD as being subject to the Emergency Water Conservation Program do not provide water to the Project communities, as those water agencies rely on mixture of water supplies, including State Water Project, Colorado River water, groundwater, and recycled water. According to Table 2-5 of MWD's 2020 Urban Water Management Plan, MWD is projected to have a 704,000 AFY multiple dry year surplus in 2035 within its service area. The increase of 10,150 AFY as a result of the Project constitutes 1.4 percent of MWD's projected dry year surplus. While it is not possible to fully evaluate the future supply condition without also understanding the total potential increase in demand across all of MWD's service area, given that the Project area estimated water usage increase would constitute less than 2 percent of MWD's projected 2035 surplus and MWD can deliver water to the entire Project area, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area's water demand increase at Project buildout (Appendix F-2).

Cal Water

Cal Water, which provides water to East Los Angeles (Figure 4.19-3), derives its water supplies from groundwater from the Central Basin (Figure 4.10-3), imported water from CBMWD, and recycled water from CBMWD (for irrigation). Cal Water estimates an increase in population within its service area of 10,390 from 2020 to 2045. Projected population and service connections are based on census tract level population, housing, and employment projections developed by the Southern California Association of Governments (SCAG). Cal Water estimates that water demand will decrease from 2025 to 2045 (14,477 AF to 14,261 AF for multiple dry years) as a result of ongoing effects of appliance standards and plumbing codes, conservation and customer assistance programs, and growth in the inflation-adjusted cost of water service and household income. These factors, in combination, are projected to attenuate the projected increase in water use associated with projected service and population growth.

Future water demands are expected to be comprised almost entirely of potable water use. Recycled water use in the Cal Water district started in 2018 and totaled 35 AFY in 2020. It is estimated that recycled water use will not increase substantially through 2045. Cal Water estimates that it will have ample water supplies to serve East Los Angeles during normal, single dry year, and multiple dry years, through 2045 (Cal Water 2021).

In addition, Cal Water is currently in the process of developing multiple regional water supply reliability studies using integrated resource planning practices to create a long-term supply reliability strategy through 2050, for Cal Water districts throughout California. The studies will create long-term strategies to address a wide range of water supply challenges including climate change, new regulatory requirements, and potential growth in demands due to new development. These water supply reliability studies will be completed on a rolling basis over the next several years, with all studies anticipated to be complete by 2024. Cal Water also has its own aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage and therefore demands on critical water sources. Cal Water is committed to helping its customers use water efficiently and has developed a range of water conservation programs to support this goal. To ensure that it is providing the right mix of programs in the most cost-effective manner possible, Cal Water routinely conducts comprehensive conservation program analysis and planning. This is done on a five-year cycle in tandem with the UWMP. Cal Water also maintains a Water Shortage Contingency Plan to address potential water shortage conditions resulting from any cause (e.g., droughts, impacted distribution system infrastructure, regulatory-imposed shortage restrictions, etc.). The Water Shortage Contingency Plan, included as Appendix H to the Cal Water 2020 UWMP, identifies a variety of actions that Cal Water will implement to reduce demands in the event of supply shortages of different magnitudes (Cal Water 2021).

Golden State Water Company

The Golden State Water Company (Golden State), which provides water to Florence-Firestone, portions of Willowbrook, portions of West Rancho Dominguez-Victoria, and West Athens-Westmont (Figure 4.19-3), derives its water supplies from groundwater from the Central and West Coast groundwater basins (Figure 4.10-3), purchased water from the CBMWD and WBMWD, and recycled water from WBMWD (for irrigation, commercial/industrial uses, groundwater banking, and injections to reduce seawater intrusion). Golden State estimates an increase in water demand from 2025 to 2045, from 29,992 AF to 31,469 AF, under multiple dry year scenarios. Similar to Cal Water growth estimates, projected population and service connections in the Golden State service areas are based on census tract level population, housing, and employment projections developed by SCAG (Golden State Water Company 2021).

In general, because Golden State supplies are not overly reliant on surface water supplies, these water supplies are not heavily impacted by drought and are available to Golden State, regardless of the current year's hydrology. Discretion over the amount of groundwater pumped and water purchased allows Golden State to match supplies and demands, resulting in zero shortfalls or surpluses. Golden State estimates that it will have ample water supplies to serve its service areas during normal, single dry year, and multiple dry years, through 2045 (Golden State Water Company 2021).

Golden State also maintains a Water Shortage Contingency Plan to address potential water shortage conditions resulting from any cause (e.g., droughts, impacted distribution system infrastructure, regulatory-imposed shortage restrictions, etc.). The Water Shortage Contingency Plan, included as Chapter 6 of the Golden State 2020 UWMP, identifies a variety of actions that Golden State will implement to reduce demands in the event of supply shortages of different magnitudes (Golden State Water Company 2021).

Liberty Utilities

Liberty Utilities, which provides water to portions of Willowbrook, West Rancho Dominguez-Victoria, and East Rancho Dominguez (Figure 4.19-3), derives its water supplies from purchased water from MWD (via the CBMWD), groundwater from the Central Groundwater Basin (Figure 4.10-3), and recycled water from CBMWD. Groundwater supplies include long-term storage of previously injected recycled water (i.e., groundwater banking or groundwater replenishment). Prior to injection, the recycled water is treated through the Water Independence Now program, which includes a treatment facility (previously referred to as the Groundwater Reliability Improvement Program) that consists of ultrafiltration, reverse osmosis, ultraviolet disinfection, and advanced oxidation, which substantially reduces total dissolved solids concentrations. This program will gradually improve the water quality of the Central Groundwater Basin, thus reducing or eliminating the dependence on untreated imported water (Liberty Utilities-Park Water 2021).

Projected population and service connections in the Liberty Utilities service area was based on the California Department of Water Resources Population Tool, which indicated a 2020 population of 132,691 within the service area. Liberty Utilities estimates an increase in water demand from 2025 to 2045, from 10,230 AF to 10,448 AF, under multiple dry year scenarios. Liberty Utilities estimates that it will have ample water supplies to serve its service areas during normal, single dry year, and multiple dry years, through 2045. Liberty Utilities' "Drought Risk Assessment" for CY 2020 through CY 2025 includes Liberty Utilities' projected annual water demands and supplies for each of the five years and was prepared based on the five driest consecutive years on record. The Drought Risk Assessment reflects anticipated water demands and supplies prior to any expected benefits associated with water supply shortage responses included in Liberty Utilities' Water Supply Contingency Plan (see below). In addition to historical drought hydrology, Liberty Utilities considered impacts to water supplies and demands based on climate change conditions and anticipated regulatory changes (Liberty Utilities-Park Water 2021).

Liberty Utilities' water demand projections incorporate water savings, or "passive savings", which are the result of implementation of new plumbing codes along with consumer awareness of the need to conserve water. The California Public Utilities Commission's "Water Conservation and Rationing Plan", which was created through the adoption of Rule 14.1 in June 2014, includes methods for current and ongoing reduction in water use and water waste.

Liberty Utilities also maintains a Water Shortage Contingency Plan to address potential water shortage conditions resulting from any cause (e.g., droughts, impacted distribution system infrastructure, regulatory-imposed shortage restrictions, etc.). The Water Shortage Contingency Plan, included as Chapter 8 of the Liberty Utilities 2020 UWMP, identifies a variety of actions that Liberty Utilities will implement to reduce demands in the event of supply shortages of different magnitudes (Liberty Utilities-Park Water 2021).

Walnut Park Mutual Water Company

Walnut Park is a small community with approximately 43,000 residents. The Project would result in a total increase in population and employees within Walnut Park of 19,406 people. Walnut Park Mutual Water Company (WPMWC) currently provides water service to 2,848 customers (E. Viramontes, WPMWC, personal communication). In accordance with the California Department of Water Resources *Urban Water Management Plan Guidebook 2020* (DWR 2021), UWMPs are required for water agencies providing water to more than 3,000 customers, or supplying more than 3,000 AF of water annually. As a result, the WPMWC does not complete an UWMP every five years. The WPMWC derives all of its water supplies from groundwater. The majority of the water is pumped directly from the underlying Central Groundwater Basin, to the maximum amount allowed under basin adjudication (see below), with the remaining amount of groundwater being leased from other water agencies (E. Viramontes, WPMWC, personal communication). The adjudicated allotment of water would prevent over-pumping of the groundwater basins as a

result of the Project. In January 2022, the WPMWC issued a Notice of Emergency Drought Conditions, which indicates that the State may restrict the use of water during drought conditions and mandates water conservation measures for customers (WPMWC 2022). These water restrictions would reduce water demand and therefore reduce water supply impacts.

Suburban Water Systems

On April 7, 2022, the California Public Utilities Commission (CPUC) approved Suburban Water System's acquisition of Sativa Los Angeles County Water District, located in Willowbrook and Compton. The acquisition offers long-term stability to more than 1,600 customers in Compton and Willowbrook, who have experienced poor water quality for several years. Assembly Bill 1577 in 2018 allowed the Public Works to serve as an interim administrator, bringing short-term improvements in water quality. The acquisition by Suburban Water Company, a subsidiary of Southwest Water Company, will allow long-term, essential, water infrastructure investments, providing customers with access to low-income water programs (CPUC 2022). Suburban Water Systems water supply is derived from 18 wells and 32 reservoirs. Groundwater is pumped from the Main San Gabriel Basin and Central Basin. The water is supplemented with water from member agencies of MWD, Covina Irrigating Company, and California Domestic Water Company (Cal Domestic) (Southwest Water Company 2022). As discussed in more detail below, the Central Basin is an adjudicated basin. The San Gabriel Valley Basin has a very low priority with respect to SGMA (DWR 2022).

Adjudicated Groundwater Basins

Each of the retail water purveyors described above derive a portion of their water supply from groundwater from the West Coast and Central groundwater basins, which are adjudicated basins. Prior to the adjudication of groundwater rights in the early 1960s, annual production (pumping) reached levels as high as 292,000 AF in the Central Basin and 94,000 AF in the West Coast Basin. This was more than double the 173,400 AF of natural safe yield of the basins determined by the Department of Water Resources in 1962. The "natural safe yield" is the amount that can be withdrawn from the aquifer without adverse effect, assuming natural replenishment of the aquifer generally from runoff and precipitation. Due to this serious overdraft, water levels declined, groundwater was lost from storage, and seawater intruded into the coastal aquifers. To remedy this problem, the courts adjudicated the two basins to limit pumping. The current amount allowed to be pumped from both basins in total is 281,835 AFY (WRD 2016).

Prior to recent Judgment (i.e., adjudication) amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions. After several challenges to these motions, final decisions on the amendments were rendered on December 23, 2013 (Central Basin) and December 5, 2014 (West Coast Basin).

SGMA groundwater basin designations do not apply to the adjudicated Central and West Coast groundwater basins. Rather, the Water Replenishment District of Southern California (WRD) regulates these basins. The WRD was created in 1959, primarily out of cooperation between the West Coast Basin Water Association and the Central Basin Water Association, with the directive to facilitate artificial replenishment of the two basins as a means of eliminating groundwater overdraft and halting seawater intrusion. As the regional groundwater management agency

for West Coast and Central groundwater basins, two of the most utilized groundwater basins in the state of California, the WRD plays an integral role in overall water resource management in southern Los Angeles County. The WRD manages groundwater for nearly four million residents in 43 cities of southern Los Angeles County. The 420 square mile service area uses about 250,000 AFY of groundwater, which equates to nearly 40 percent of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles (Cal Water 2021).

Conclusion

Water supplies for the Project would be sourced from purchased MWD imported water, groundwater from the Central and West Coast groundwater basins, and recycled water. MWD is a wholesale water provider of imported surface water for the Project retail water purveyors, deriving its water from the State Water Project and Colorado River. As a result of recent drought conditions, MWD declared a Water Shortage Emergency for areas dependent on State Water Project water supplies and executed an Emergency Water Conservation Program requiring member agencies dependent on State Water Project deliveries to immediately cut water use by implementing one-day-a-week water restrictions, or the equivalent, by June 1, 2022. However, the affected water agencies do not include the Project area retail water purveyors. Based on 2020 UWMPs completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. In addition, because groundwater withdrawals from the West Coast and Central groundwater basins are limited based on an adjudication process, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers. Furthermore, existing regulations serve to ensure water efficient fixtures are installed with new development. For example, the California Green Building Standards Code requires 20 percent reduction in indoor water use relative to specified baseline levels. As a result, it is anticipated that sufficient water supplies would be available to serve the Project, including reasonably foreseeable future development completed in association with the Project, during normal, dry, and multiple dry years. Impacts would be less than significant.

Threshold 4.19-3 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?

See impact analysis regarding wastewater treatment as provided under Threshold 4.19-1. Because the collective Metro Area Plan population increase would constitute less than 4 percent of the Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant's combined additional treatment capacity for their service area, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads within the Metro Area Plan area at full plan buildout. As such, additional treatment capacity would not be required, and impacts would be less than significant.

Threshold 4.19-4 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?

Implementation of the Metro Area Plan land use changes and Industrial Program would result in increases in population density, dwelling units, industrial square footage and an increase in ACUs. Intensification of these land uses would result in an increase of solid waste generation within the Metro Planning Area. Table 4.19-18 outlines

the anticipated increase in solid waste for each community. As shown in Table 4.19-18, implementation of the Project area land use and policy changes would result in an approximate net increase of 15,307 tons per year of solid waste compared to existing conditions.

Table 4.19-18. Project Net Increase in Solid Waste Generation

Community and Land Uses	Solid Waste Generation (tons/year)[1]
East Los Angeles	
Residential	2,616
Industrial	242
Accessory Commercial Unit (ACU)	36
East Rancho Dominguez	
Residential	1,139
Industrial	—
Accessory Commercial Unit (ACU)	6
Florence-Firestone	
Residential	4,381
Industrial	537
Accessory Commercial Unit (ACU)	36
Walnut Park	
Residential	2,568
Industrial	—
Accessory Commercial Unit (ACU)	3
West Athens-Westmont	
Residential	1,155
Industrial	—
Accessory Commercial Unit (ACU)	5
West Rancho Dominguez-Victoria	
Residential	2,376
Industrial	81
Accessory Commercial Unit (ACU)	6
Willowbrook	
Residential	11
Industrial	105
Accessory Commercial Unit (ACU)	4
Total	**15,307**

Source: California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Appendix D, Default Data Tables. Table 10.1 – Solid Waste Disposal Rates.
Note: — = not applicable for communities that do not contain existing industrial uses
[1] Statewide average disposal rates were applied based on the CalEEMod "apartment" dwelling units designation for residential land uses, "manufacturing" designation for industrial land uses, and "regional shopping center" for Accessory Commercial Units.

Construction waste is typically disposed at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. According to the 2020 CIWMP Annual Report, the County currently has adequate permitted inert waste landfill capacity (County of Los Angeles 2021a). As discussed

above in Section 4.19.1.2, Existing Environmental Conditions, the Azusa Land Reclamation Co. inert landfill has an estimated remaining capacity of 64.64 million tons. In addition to the Azusa landfill, and as discussed above in Section 4.19.1.2, there are also several additional facilities in the County that process inert waste and would have the existing capacity to meet the construction and demolition debris disposal demands of the Project (County of Los Angeles 2021a).

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 Metro Area Plan communities are part of this program, which includes goals of reducing solid waste destined for landfills by 80 percent by 2030 and 95 percent by 2040. As indicated in Table 4.19-3, numerous regional landfills have adequate capacity to support current solid waste disposal in the County. However, according to the 2020 CIWMP Annual Report, reliance on existing permitted in-County landfills and transformation facilities alone will not be sufficient to meet the County's solid-waste disposal demand over the next 15 years. Increases in population and economic activity in the County's unincorporated areas—including growth attributed to the Project—will require jurisdictions to continue development of waste reduction and diversion efforts to avoid shortfalls in landfill capacity and to meet roadmap goals. With continued reliance on solid-waste exports to out-of-County landfills and successful implementation of programs identified in the County's Roadmap to a Sustainable Waste Management Future, which would help the County meet or exceed state-mandated waste diversion targets, the County's solid waste disposal infrastructure would have sufficient capacity to serve the Project.

Therefore, based on current landfill capacity for construction waste and operational (i.e., ongoing daily) solid waste, in combination with implementation of the Roadmap to a Sustainable Waste Management Future and continued reliance on solid-waste exports to out-of-County landfills, implementation of the Metro Area Plan 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. Impacts would be less than significant.

Threshold 4.19-5 Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Metro Area 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, which requires diversion of a minimum of 50 percent of construction and demolition debris. In addition, after 2020, development projects pursuant to the Metro Area Plan will be required to divert 75 percent of solid waste, pursuant to AB 341. The Metro Area 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 Metro Area Plan and impacts to solid waste management facilities would be less than significant. Disposal of waste generated from implementation of the Metro Area Plan would be consistent with all state regulations and the policies in the Los Angeles County Integrated Waste Management Plan. Finally, the Project includes Goal LU 6 and LU 6.4, which, if implemented over time and through future development, would support the appropriate disposal and elimination of untreated waste associated with industrial uses. Future development under the Metro Area Plan would comply with all solid waste statutes and regulations. Therefore, impacts would be less than significant.

4.19.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts to utilities and service systems includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans and projects applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Recirculated Draft PEIR.

As discussed in Chapter 2, Environmental Setting, of this Recirculated Draft PEIR buildout of the Metro Area Plan in 2035 would exceed the growth projections for the Metro Planning Area in the County's General Plan. Further, the FFTOD Specific Plan includes population growth beyond the requirements of the Metro Area Plan's RHNA requirements, which further adds to the exceedance of growth projections for the Metro Planning Area beyond what was anticipated through the General Plan.

Threshold 4.19-1 (Wastewater Treatment). The cumulative impact of this population increase in the Project area and unincorporated County, as anticipated through the County's General Plan, as well as regional growth anticipated through the SCAG 2020-2045 RTP/SCS, would further increase the demand for wastewater treatment. Cumulative wastewater treatment requirement impacts are considered on a system-wide basis and are associated with operations at the LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant. Cumulative developments in the areas served by these wastewater treatment facilities would consist of infill and redevelopment projects that could include those that would be implemented by the Project. The LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant have an additional 167 mgd of available, unused treatment capacity before they reach their permitted design capacity of 438 mgd. As presented in Table 4.19-16, based on the projected population and employment growth in the Metro Area Plan communities, sewage loads are expected to increase by approximately 5.43 mgd. As such, approximately 161.6 mgd of available, unused treatment capacity would remain to serve cumulative projects that may require wastewater treatment at the Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant.

Additionally, pursuant to Implementation Program PS/F-1, *Planning Area Capital Improvement Plans*, as required under the County of Los Angeles General Plan, Part IV, General Plan Implementation, the County Department of Regional Planning and Department of Public Works are directed to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas in the County (County of Los Angeles 2015). Pursuant to Implementation Program PS/F-1, the County will prepare a Capital Improvement Plan (CIP) for each of the 11 Planning Areas, including the Metro Planning Area. Each CIP will include a comprehensive sewer capacity study which will evaluate sewer system infrastructure needs and treatment capacity to ensure adequate capacity is available to accommodate future growth, along with a Planning Area-specific Implementation Program and Financing Plan. Therefore, with the available, unused 161.6 mgd treatment capacity remaining at the LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant following Project implementation to service cumulative projects; and the long-range planning, evaluation and funding that would be developed under the County's *Planning Area Capital Improvement Plans* as required per the County's General Plan, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with cumulative development.

Additionally, cumulative projects would include infill and redevelopment of existing urban land uses that are not expected to discharge wastewater that would exceed contaminant levels beyond the regulations of the Los Angeles

RWQCB, and all effluent would be required to comply with the wastewater treatment standards of the RWQCB. Further, permitting for any industrial facilities 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 RWQCB. Therefore, impacts related to the potential for cumulative projects to require construction expanded facilities for wastewater treatment would be less than significant and no significant cumulative impact would occur.

Threshold 4.19-1 (Stormwater Drainage). The geographic context for analysis of stormwater drainage is the Los Angeles River and Dominguez Channel/Los Angeles Harbor watersheds, as runoff from the Project and cumulative projects would drain into these watersheds. The Project area is generally covered with impervious surfaces. Development of future projects pursuant to the Metro Area Plan would not substantially increase the amount of impervious surfaces and runoff to the extent that the capacity of existing storm drains would be exceeded, as all development projects would be required to comply with the County LID Standards Manual and Green Infrastructure Guidelines. These guidelines require the use of stormwater control measures, including stormwater retention and biofiltration, to reduce the potential for increased runoff and associated downstream flooding. Cumulative project development would similarly be required to comply with County and other local regulations regarding stormwater retention, such that post-construction runoff rates would be less than or equal to existing conditions. As a result, Project related infill development, in combination with cumulative project development, would not result in cumulatively considerable impacts related to stormwater drainage.

(Wastewater Conveyance). Cumulative wastewater infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned sewer infrastructure. Cumulative development in the wastewater service areas would include infill and redevelopment projects completed as part of the Project, as well as within portions of the service areas located outside of the Project areas. Each of these cumulative projects could result in the need for new or upgraded sewer infrastructure. Similar to the Project, a potential lack of sufficient wastewater infrastructure to accommodate cumulative project development would result in significant impacts; therefore, impacts would potentially be cumulatively considerable.

(Water Conveyance). 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 infrastructure systems of Cal Water, Golden State Water Company, Liberty Utilities, and WPMWC, which are serving the Project communities. Cumulative development in the water service areas would include infill and redevelopment projects completed as part of the Project, as well as within portions of the service areas located outside of the Project areas (See Figure 4.19-3). Each of these cumulative projects could result in the need for new or upgraded water infrastructure. Similar to the Project, a potential lack of sufficient water infrastructure to accommodate cumulative project development would result in significant impacts; therefore, impacts would potentially be cumulatively considerable.

(Electric Power, Natural Gas, and Telecommunication). The geographic context for cumulative impacts related to electric power, natural gas, and telecommunication is southern California, as these utilities are regionally distributed. Completion of Project-related infill development would require installation of new electric power, natural gas, and telecommunication infrastructure in roadways, rights-of-way, and on individual lots. Similarly, cumulative project development would occur incrementally on a project-by-project basis. Trenching and excavations completed for new connections and utility upgrades could result in potential short-term soil erosion, as excavated and temporarily stockpiled soils would be susceptible to rainfall. Standard BMPs and pollutant control measures would be employed during Project construction to minimize pollutants, including erosion-induced siltation of downstream drainages and incidental spills of petroleum products from construction equipment. Individual projects would be required to provide for specific project needs. However, given that future specific development projects are unknown at this time, the analysis concludes that the

physical impacts associated with installation of and/or improvements to dry utilities infrastructure could potentially be significant. As a result, cumulative impacts associated with upgrades of electric, natural gas, and telecommunication facilities would be cumulatively considerable.

Threshold 4.19-2. The geographic context for cumulative impacts related to water supply is the service areas of wholesale water purveyors MWD, CBMWD, and WBMWD; the service areas of retail water purveyors Cal Water, Golden State Water Company, Liberty Utilities, and WPMWC; as well as the West Coast and Central groundwater basins. Water supplies for the Project would be sourced from purchased imported water, groundwater from the Central and West Coast groundwater basins, and recycled water. Based on 2020 UWMPs completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios.

Because groundwater withdrawals from the West Coast and Central groundwater basins are limited based on an adjudication process, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project- and cumulative project-related growth that derive water from these basins to substantially impact the groundwater aquifers. In addition, increased reliance on recycled water for irrigation, commercial/industrial uses, groundwater banking/replenishment, and injections to reduce seawater intrusion will contribute to less reliance on imported water supplies.

However, as a result of recent drought conditions, MWD declared a Water Shortage Emergency for areas dependent on State Water Project water supplies and executed an Emergency Water Conservation Program requiring member agencies dependent on State Water Project deliveries to immediately cut water use by implementing one-day-a-week lawn watering restrictions, or the equivalent, by June 1, 2022. MWD deliveries from the State Water Project have been reduced to only 5 percent of full allocations in 2022. In addition, the Bureau of Reclamation has announced cutbacks of Colorado River water due to the drought. These cutbacks would not affect MWD water deliveries to southern California for the next 2 to 3 years; however, beyond that time period it is uncertain how water deliveries would be affected. Although the water agencies affected by the MWD Water Shortage Emergency do not include the Project area retail water purveyors, cumulative project development would include projects within affected water agency service areas. In addition, future cumulative project development could be affected by continued water supply cutbacks from the Colorado River. As a result, cumulative project development reliant predominantly on surface water (i.e., State Water Project and Colorado River water) could potentially result in cumulatively considerable water supply impacts. There would be no feasible mitigation for cumulative impacts to water supply; therefore, significant impacts would be cumulatively considerable.

Threshold 4.19-3. As described under Threshold 4.19-1, The cumulative impact of this population increase in the Project area and unincorporated County, as anticipated through the County's General Plan, as well as regional growth anticipated through the SCAG 2020-2045 RTP/SCS, would further increase the demand for wastewater treatment. Cumulative wastewater treatment requirement impacts are considered on a system-wide basis and are associated with operations at the LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant. Cumulative developments in the areas served by these wastewater treatment facilities would consist of infill and redevelopment projects that could include those that would be implemented by the Project. The LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant have an additional 167 mgd of available, unused treatment capacity before they reach their permitted design capacity of 438 mgd. As presented in Table 4.19-16, based on the projected population and employment growth in the Metro Area Plan communities, sewage loads are expected to increase by approximately 5.43 mgd. As such, approximately 161.6 mgd of available, unused treatment capacity would remain to serve cumulative projects that may require wastewater treatment at the Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant.

Additionally, pursuant to Implementation Program PS/F-1, Planning Area Capital Improvement Plans, as required under the County of Los Angeles General Plan, Part IV, General Plan Implementation, the County Department of Regional Planning and Department of Public Works are directed to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas in the County (County of Los Angeles 2015). Pursuant to Implementation Program PS/F-1, the County will prepare a Capital Improvement Plan (CIP) for each of the 11 Planning Areas, including the Metro Planning Area. Each CIP will include a comprehensive sewer capacity study which will evaluate sewer system infrastructure needs and treatment capacity to ensure adequate capacity is available to accommodate future growth, along with a Planning Area-specific Implementation Program and Financing Plan. Therefore, with the available, unused 161.6 mgd treatment capacity remaining at the LACSD Joint Water Pollution Control Plant and Los Coyotes Water Reclamation Plant following Project implementation to service cumulative projects; and the long-range planning, evaluation and funding that would be developed under the County's Planning Area Capital Improvement Plans as required per the County's General Plan, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with cumulative development.

Additionally, cumulative projects would include infill and redevelopment of existing urban land uses that are not expected to discharge wastewater that would exceed contaminant levels beyond the regulations of the Los Angeles RWQCB, and all effluent would be required to comply with the wastewater treatment standards of the RWQCB. Further, permitting for any industrial facilities 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 RWQCB. Therefore, impacts related to the potential for cumulative projects to exceed wastewater treatment requirements of the RWQCB would be less than significant. As such, no significant cumulative impact to wastewater treatment would occur.

Threshold 4.19-4. The geographic context for cumulative impacts related to solid waste is the greater Los Angeles region, as solid waste from the Project and cumulative projects would be diverted to a number of solid waste facilities throughout the region. Although the Project would contribute solid waste to regional landfills, according to the 2020 CIWMP Annual Report, a combination of in-County and out-of-County landfills have adequate capacity to support ongoing solid waste disposal generated from the Los Angeles County region. For inert waste (e.g., construction and demolition debris), the Azusa Land Reclamation Co. landfill alone has an estimated remaining capacity of 64.64 million tons (County of Los Angeles 2021a). Moreover, future cumulative projects would be located within jurisdictions required to comply with state-mandated municipal waste diversion and organic waste reduction targets, including continued diversion efforts by individual jurisdictions to achieve a countywide diversion rate of 65-percent (County of Los Angeles 2021a). As of 2018, the County was achieving a diversion rate of 68 percent (County of Los Angeles 2019c). Therefore, and with continued implementation of diversion efforts and reliance on out-of-County landfills, no expansions of existing landfills would be required, and there would be adequate capacity available to accommodate population increases and intensification of land uses within the Project area and other reasonably foreseeable cumulative projects in the region. Additionally, most of the future cumulative projects would be required to comply with the County's Roadmap to a Sustainable Waste Management Future program and would be subject to the goals 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 per the program. Finally, the County is committed to maintaining 15 years' worth of identified disposal capacity in conformance with AB 939, as identified in the 2020 CIWMP Annual Report (County of Los Angeles 2021a). As such, the increase in solid waste associated with Project build-out, in combination with planned growth in Los Angeles County, would not require construction of a new landfill or expansion of existing landfills to meet capacity needs. As a result, the Project's contribution to cumulative impacts on the capacities of the landfill facilities would not be cumulatively considerable.

Threshold 4.19-5. Disposal of solid waste generated by cumulative development as well as the Project 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. Moreover, the majority of future cumulative projects would be required to comply with the Los Angeles County Roadmap to a Sustainable Waste Management Future programs would be subject to the goals 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 per the program. Further, the County is committed to maintaining 15 years' worth of identified disposal capacity in conformance with AB 939. As such, Project and cumulative projects would comply with applicable regulations related to management and reduction of solid waste. As a result, the Project's contribution to cumulative impacts would not be cumulatively considerable.

4.19.2.6 Mitigation Measures

Existing regulations and the Project's goals and policies would help to reduce potential impacts. The incorporation of mitigation measures discussed throughout this Recirculated Draft PEIR would help reduce construction-related impacts, including: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Special-Status Plant Species), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Human Remains Discoveries), MM-4.5-4 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, no other feasible mitigation measures are available to reduce the significant impacts identified above.

4.19.2.7 Level of Significance After Mitigation

Threshold 4.19-1. The Project could require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts related to infrastructure capacity would be **significant and unavoidable**.

Threshold 4.19-2. The Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; however, cumulative project development outside of the Project area would include projects within the MWD Water Shortage Emergency area and future cumulative development could be affected by continued water supply cutbacks from the Colorado River. As a result, cumulative project development reliant predominantly on surface water (i.e., State Water Project and Colorado River water) could potentially result in cumulatively considerable water supply impacts. Therefore, while project level impacts would be **less than significant**, cumulative impacts for water supply would be **significant and unavoidable**.

Threshold 4.19-3. The Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments and impacts would be **less than significant**.

Threshold 4.19-4. 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 and impacts would be **less than significant**.

Threshold 4.19-5. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste and impacts would be **less than significant**.

4.19.3 References

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Metro Area Plan Boundary
LACSD Wastewater Treatment Plants

In-Service Pipes

Force Main
- Less than 8 inches
- 8-10 inches
- 10-12 inches
- 15-18 inches
- 18-21 inches
- 21-30 inches
- Greater than 48 inches

Gravity
- Less than 8 inches
- 8-10 inches
- 10-12 inches
- 12-15 inches
- 15-18 inches
- 18-21 inches
- 21-30 inches
- 30-48 inches
- Greater than 48 inches

Outfall
- Greater than 48 inches

WRP Facility to Facility
- Less than 8 inches

WRP Force Main
- 21-30 inches
- Greater than 48 inches

WRP Gravity
- Less than 8 inches
- 8-10 inches
- 10-12 inches
- 12-15 inches
- 15-18 inches
- 21-30 inches

Siphon or Suction
- Less than 8 inches
- 8-10 inches
- 10-12 inches
- 12-15 inches
- 15-18 inches
- 18-21 inches
- 21-30 inches
- 30-48 inches
- Greater than 48 inches

East Los Angeles
Florence-Firestone
Walnut Park
West Athens-Westmont
Willowbrook
West Rancho Dominguez-Victoria
East Rancho Dominguez
JOINT WATER POLLUTION CONTROL PLANT
LOS COYOTES WATER RECLAMATION PLANT

Alhambra
Monterey Park
Montebello
Commerce
Los Angeles
Huntington Park
Maywood
Pico Rivera
Bell Gardens
Inglewood
South Gate
Downey
Hawthorne
Lynwood
Norwalk
Gardena
Compton
Bellflower
Lakewood
Torrance
Carson
Long Beach

10 710 60 72 5 105 91 405 605 19 213

SOURCE: NAIP 2020; LACSD 2022

DUDEK

0 3,375 6,750 Feet

FIGURE 4.19-1

Existing Sanitary Sewer System

Los Angeles County Metro Area Plan PEIR

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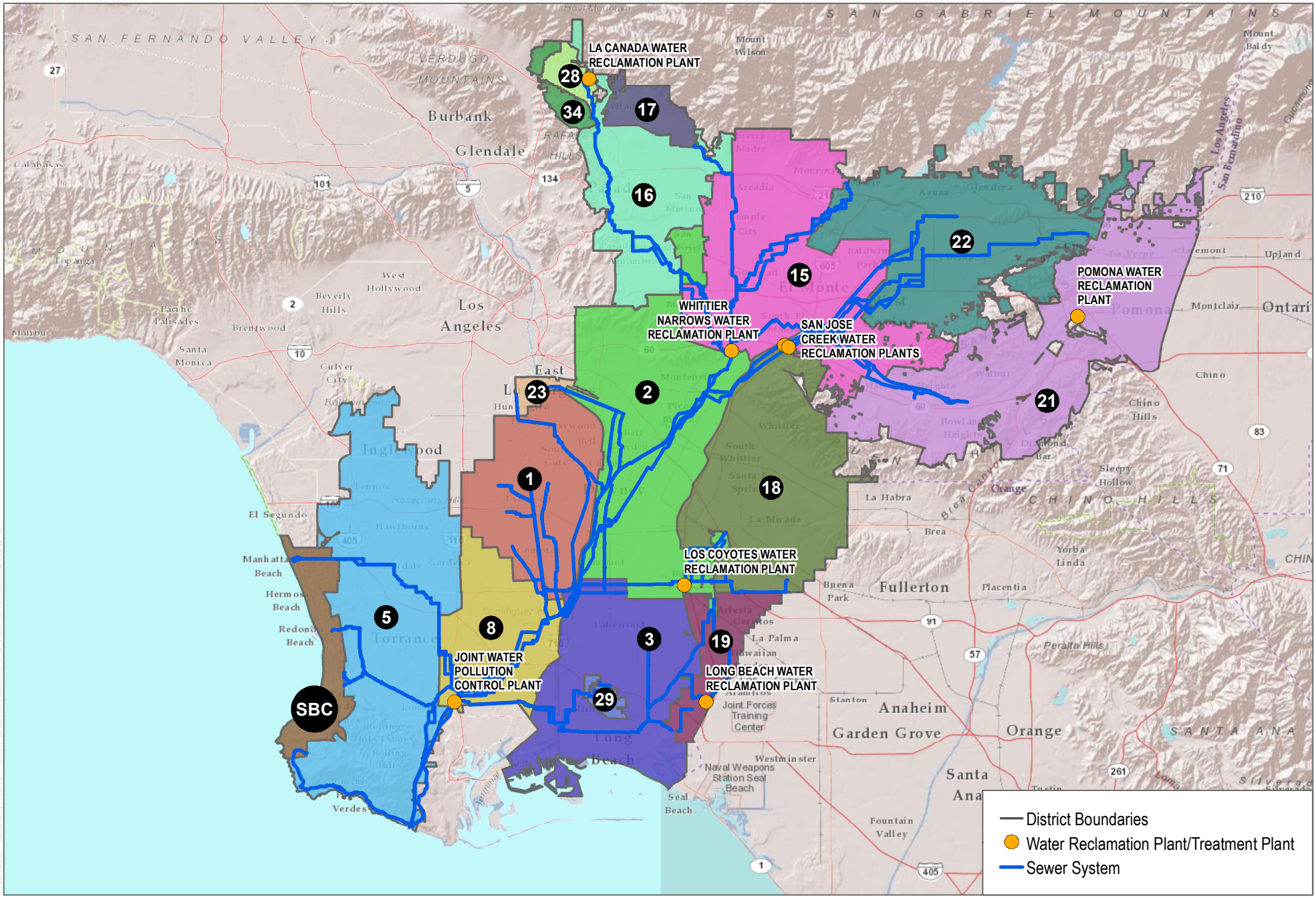

SOURCE: NAIP 2020; LA County 2021; LACSD 2022

DUDEK

0 15,500 31,000 Feet

FIGURE 4.19-2

Los Angeles County Sanitation District Joint Outfall System Service Area

Los Angeles County Metro Area Plan PEIR

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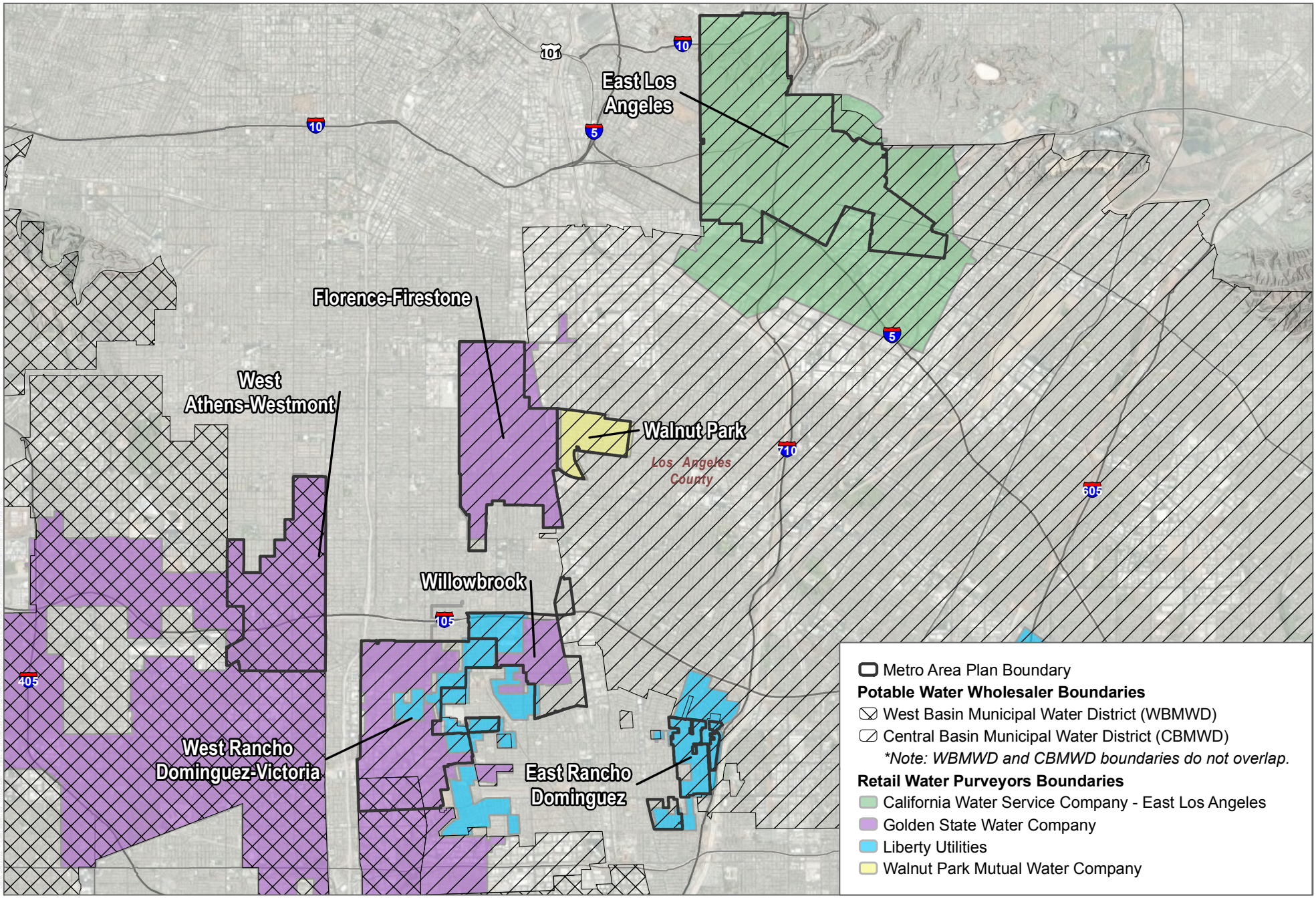

SOURCE: NAIP 2020; LA County 2021; DWR 2022

DUDEK

0 5,000 10,000 Feet

FIGURE 4.19-3

Wholesale and Retail Water Purveyors

Los Angeles County Metro Area Plan PEIR

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4.20 Wildfire

This section of the Recirculated Draft PEIR analyzes the potential impacts from the implementation of the Metro Area Plan (Project) on wildfire and contribution to regional wildfire conditions, including potential impacts to ad adopted emergency response or evacuation plan, exacerbation of wildfire risks, requirement for infrastructure that may result in impacts to the environment, exposure of people or structures to significant risks due to slope instability or drainage changes due to wildland fires. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan (General Plan)—including the Conservation and Natural Resources Element and the Safety Element—the General Plan Update Environmental Impact Report, California Department of Forestry and Fire Protection Fire Hazard Severity Zones Viewer and Geographic Information Systems (GIS) data files, and County of Los Angeles Enterprise GIS Fire Hazard Severity Zones data files. These resources, along with all other relevant sources, are listed below in Section 4.20.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.20.1 Environmental Setting

4.20.1.1 Regulatory Setting

Federal

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not laws or codes unless adopted as such or referenced as such by the California Fire Code (CFC) or the local fire agency.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995, updated in 2001, and again in 2009 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. An important component of the Federal Wildland Fire Management Policy is the acknowledgment of the essential role of fire in maintaining natural ecosystems. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles, found in the Guidance for Implementation of Federal Wildland Fire Management Policy (NWCG 2009):

- Firefighter and public safety are the priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.

- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.
- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.
- Fire Management Plans and activities are based upon the best available science.
- Fire Management Plans and activities incorporate public health and environmental quality considerations.
- Federal, state, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal wildland fire management agencies is an ongoing objective.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency (County of Los Angeles 2014a).

National Fire Plan

The National Fire Plan, officially titled Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President in Response to the Wildfires of 2000, was a presidential directive in 2000 as a response to severe wildland fires that had burned throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and providing assurance for sufficient firefighting capacity in the future. The plan addresses five key points: firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The plan provides technical, financial, and resource guidance and support for wildland fire management across the United States. The U.S. Forest Service and the Department of the Interior are working to successfully implement the key points outlined in the plan (DOI 2000).

International Fire Code

Created by the International Code Council, the International Fire Code (IFC) is not a federal regulation but provides important guidance regarding a wide array of conditions hazardous to life and property including fire, explosions, and hazardous materials handling or usage. The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to incorporate into the building and design of new structures or improvement of existing structures in order to protect life and property (often times these measures include construction standards, specialized equipment, and performance requirements). The International Fire Code uses a permit system (based on hazard classification) to ensure that required measures are instituted (International Code Council 2021).

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention within SRAs. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities

California Government Code

California Government Code Sections 51175 through 51189 guide the classification of lands in California as fire hazard areas and include requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and makes the information available for public review. Further, local agencies must designate, by ordinance, VHFHSZs within their jurisdiction based on the recommendations of CAL FIRE.

California Code of Regulations

Title 24 California Building Standards Code- California Fire Code. Part 9 of Title 24 contains the California Fire Code (CFC), which incorporates by adoption the IFC with necessary California amendments. The purpose of this code is to establish the minimum requirements to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The CFC is updated and published every 3 years by the California Building Standards Commission. The 2022 CFC took effect on January 1, 2023. The County has adopted the 2022 CFC with local amendments.

California Public Resources Code

Fire Hazard Severity Zones. California Public Resources Code Sections 4201–4204 and Government Code Sections 51175–89 (discussed above) direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as FHSZs, define the application of various mitigation strategies to reduce the risk associated with wildland fires.

2018 State Hazard Mitigation Plan

Approved by the Federal Emergency Management Agency in September 2018, as an Enhanced State Mitigation Plan, the 2018 SHMP update continues to build upon California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards, and 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.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on fire prevention and suppression activities to protect lives, property, and ecosystem services, and natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire-resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire, all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018).

Mutual Aid Agreements

In emergency services, mutual aid is an agreement among emergency responders to lend assistance across jurisdictional boundaries. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its personnel and facilities but can give and receive help whenever needed. The County has automatic aid agreements in place with the City of Los Angeles and at least 33 other cities throughout the County to "…provide a quick and efficient response in the event of a fire or emergency medical services (EMS) incident" (County of Los Angeles 2012). County mutual aid agreements include the following:

- Los Angeles County Operational Area Mutual Aid Plan;
- California Fire Master Mutual Aid Agreement;
- California Master Cooperative Wildland Fire Management (CFMA) and Stafford Act Response Agreement
- California Fire Assistance Agreement.

The County's Operational Area Emergency Response Plan conforms to California's Standardized Emergency Management System (SEMS), which is intended to facilitate communication and coordination among all responding agencies. The system unifies all elements of California's emergency management community into a single integrated system and standardizes key elements. SEMS incorporates the use of the Incident Command System (ICS), California Disaster and Civil Defense Master Mutual Aid Agreement, and other forms of multi-agency or inter-agency coordination.

Emergency Response Plans

Emergency response plans include elements to maintain continuity of emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local level for all types of disasters, including human-made and natural. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management to avoid or minimize the effects of hazardous events. Local governments have the primary responsibility for preparedness and response activities.

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-Hazard Mitigation Plan. OEM leads and

coordinates disaster plans and disaster preparedness exercises for all cities and 288 special districts in Los Angeles County. For a more complete discussion of emergency response services within the Project area, please refer to section 4.15, Public Services of this Recirculated Draft PEIR.

Los Angeles Regional Interoperable Communication System (LA-RICS)

The Los Angeles Regional Interoperable Communication System (LA-RICS) is a modern, integrated wireless voice and data communication system designed and built to serve law enforcement, fire service and health service professionals throughout Los Angeles County. The LA-RICS uses the Land Mobile Radio system, which allows basis day-to-day communications within agencies and allows seamless interagency communications for responding to routine, emergency and catastrophic events.

California Health and Safety Code Section 13000 et seq.

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the CBC noted above), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Local

Los Angeles County Code

Table 4.20-1 references wildfire-related land use and building regulations, including fuel modification, included in the Los Angeles County Code (County Code).

Table 4.20-1. County Code Land Use and Building Regulations Pertaining to Wildfire

Title	Section or Chapter	Summary
Title 20, Utilities	Section 20.16.060	Minimum fire flow and fire hydrant requirements. Sets fire flow and fire hydrant requirements.
Title 22, Planning and Zoning	Chapter 22.104	Hillside Management Areas. Regulates development within areas with a natural slope gradient of 25% or steeper.
Title 26, Building	Chapter 7	Fire and Smoke Protection Features. Regulates materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.
Title 32, Fire Code	Section 105.7.26.2	Land development plan review. Requires LACoFD official review and approval for a variety of applications, including zone changes, design overlay review, and environmental impact review
	Section 325	Regulates clearance of brush and vegetative growth.
	Section 503	Specifications for fire access roads in developed areas, including dimensions and markings.
	Appendices B and C	Sets minimum fire flow and fire hydrant location requirements.

Source: County of Los Angeles 2015; 2022.

For a discussion of County provisions related to general fire protection and prevention as well as emergency response services within the Project area, see Section 4.15, Public Services, of this Recirculated Draft PEIR. Titles 32 and 22, as they pertain to wildfire hazard in the Project area, are discussed in further detail, below.

Chapter 22.84, Green Zone Districts

Pursuant to Zoning Code Chapter 22.84, the entire Project area is considered a Green Zone District. As such, industrial and vehicle related uses proposed with a 500-foot radius of a lost containing a sensitive use (as defined in Zoning Code Chapter 22.14 [Definitions]) (e.g., residences, schools, parks, and shelters) in the Project area require a Conditional Use Permit (CUP). The specific uses requiring a CUP pursuant the Chapter 22.84 are listed in Zoning Code Section 22.84.030, Standards and Requirements for Specific Use, and include industrial uses involving the manufacture, packaging, and storage of finished or prepared materials, including on-site manufacture of raw, natural, or synthesized flammable or toxic chemics, food processing (including breweries), laundries and cleaning services, manufacturing (e.g., fabricating, lumberyards, paint mixing, machine shops), recycling and solid waste uses, storage facilities, and welding shops, as well as vehicle related uses such as car washes, body shops, and tow yards.

Title 32, Fire Code.

County programs for wildland fire prevention include the adoption of the State Fire Code for regulations and standards to be applied toward new development in "hazardous fire areas." Fire prevention items addressed in Title 32 (the Fire Code) include provision of fire apparatus access roads, adequate road widths, all-weather access requirement, fire flow requirement, fire hydrant spacing, and clearance of brush around structures located in hillside areas that are considered primary wildland fire risk areas (County of Los Angeles 2014a).

There is a VHFHSZ located in the County's LRA approximately 0.14 miles to the north of the unincorporated community of East Los Angeles, which is within the Project area. For areas located within a VHFHSZ, Sections 328.10 and 4908 require completion and approval of fuel modification and/or land development plans. As there are no VHFHSZs in the Project area, this would not be a requirement for any future residential development implemented under the Project. However, these requirements would be applicable to certain residential developments located within the VHFHSZs located immediately north and northeast of the Project area, as shown in Figure 4.20-1, Fire Hazard Severity Zones. The Project would be subject to LACoFD review per Section 105.7.26.2, Land development plan review, which requires LACoFD approval for applications including zone changes, design overlay review, and environmental impact review (County of Los Angeles 2022a).

Title 22- Planning and Zoning.

Chapter 22.104- Hillside Management Areas. Hillside Management Areas (HMAs) are defined in in the General Plan as areas with a natural slope gradient of 25% or steeper (County of Los Angeles 2015). Typically, steep terrain results in faster fire spread up slope, while terrain that forms a funneling effect—such as chimneys, chutes, or saddles—on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Chapter 22.104 of Title 22 (i.e., the Zoning Code) seeks to preserve and enhance the physical integrity of HMAs by locating development outside of HMAs, to the extent feasible. A Conditional Use Permit is required for development in HMAs, unless exempted under Section 22.104.030 (Permit Required). Development within HMAs is generally subject to the Hillside Design Guidelines (Appendix I of Chapter 22.104), which require "sensitive hillside design techniques" and consideration of natural environmental hazards, such as fire (County of Los Angeles 2015; 2022b).

Los Angeles County 2035 General Plan (2015)

The Safety Element of the General Plan includes the following goals and policies related to wildfire and/or emergency response, which would be applicable to future development in the Project area or to future development within a FHSZ near the Project area (County of Los Angeles 2015):

Goal S 2 An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to climate hazards and climate-induced secondary impacts.

Policy S 2.2 Plan for future climate impacts on critical infrastructure and essential public facilities.

Policy S 2.3 Require new residential subdivisions and new accessory dwelling units within hazard areas to meet required evacuation standards.

Policy S 2.7 Increase the capacity of frontline communities to adapt to climate impacts by focusing planning efforts and interventions on communities facing the greatest vulnerabilities and ensuring representatives of these communities have a role in the decision-making process for directing climate change response.

Policy S 3.6 Infiltrate development runoff on-site, where feasible, to preserve or restore the natural hydrologic cycle and minimize increases in stormwater or dry weather *flows.*

Goal S 4 An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 4.1 Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.

Policy S 4.2 New subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions.

Policy S 4.4 Reduce the risk of wildland fire hazards through meeting minimum state and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

Policy S 4.6 Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.

Policy S 4.7 Discourage building mid-slope, on ridgelines and on hilltops, and employ adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows.

Policy S 4.16 Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.

Policy S 4.17 Coordinate with agencies, including the Fire Department and ACWM,[1] to ensure that effective fire buffers are maintained through brush clearance and fuel modification around developments.

Policy S 4.19 Ensure all water distributors providing water in unincorporated Los Angeles County identify, maintain, and ensure the long-term integrity of future water supply for fire suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Goal S 7 Effective County emergency response management capabilities.

Policy S 7.1 Ensure that residents are protected from the public health consequences of natural or manmade disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.

Policy S 7.2 Support County emergency providers in reaching their response time goals.

Policy S 7.3 Coordinate with other County and public agencies, such as transportation agencies, and health-care providers on emergency planning and response activities, and evacuation planning.

Policy S 7.4 Encourage the improvement of hazard prediction and early warningcapabilities.

Policy S 7.5 Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 7.6 Ensure that essential public facilities are maintained during disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.

The Conservation and Natural Resources Element of the General Plan provides the following policy related to wildfire, which is applicable to future development under the Metro Area Plan (County of Los Angeles 2015):

[1] Agricultural Commissioner/Weights and Measures

Policy C/NR 13.8 Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Existing Community Based Plans and Specific Plans

East Los Angeles 3rd Street Specific Plan. The community of East Los Angeles is near a fire hazard severity zone. However, the East Los Angeles 3rd Street Specific Plan does not contain any goals or policies that address wildfire hazard or an existing emergency response/evacuation plan (County of Los Angeles 2014b).

There are no other community, neighborhood, or specific plans appliable to future development under Metro Area Plan in an area within or near a fire hazard severity zone.

4.20.1.2 Existing Environmental Conditions

The Project area is urbanized with no large areas of natural open space, and the topography throughout most of the Project area is relatively flat to gently sloping (County of Los Angeles 2015). No part of the Project area is within a moderate, high or very high FHSZ (County of Los Angeles 2020; CAL FIRE 2022). Due to the existing physical conditions within the Project area, including the urban, developed nature and mild topography, there would be minimal risk of exposure to wildfire events. However, as discussed above in Section 4.20.1.1, Regulatory Setting, the community of East Los Angeles is within 0.14 mile of a VHFHSZ in the County. Embers from wildfire can travel several miles depending on wind condition, topography, and fuel types, and can result in secondary ignitions that are a significant threat to structures in wind-driven fire events (NWCG 2021). Because the Project area is 0.14 mile south of lands classified as a VHFHSZ and within the distance for ember travel, the Project area is considered to be near a VHFHSZ. As such, the following section provides a discussion of the existing fire environment within and surrounding the Project area (with a focus on East Los Angeles), including fire history, vegetation and land cover, wildland-urban interface (WUI) areas, topography, weather, climate, and wind, and fire protection.

Fire Hazard Severity Zones

The FHSZs are mapped based on fuel loading, slope, fire history, weather, and other relevant factors as directed by California Public Resources Code, Sections 4201–4204, and California Government Code Sections 51175–51189.[2] Fire hazard severity zone levels range from moderate to very high. There are no FHSZs within the Project area, however, there is a VHFHSZ approximately 0.14 miles to the north of the unincorporated community of East Los Angeles, as shown on Figure 4.20-1, Fire Hazard Severity Zones. Embers from wildfire can travel several miles depending on wind condition, topography, and fuel types, and can result in secondary ignitions that are a significant threat to structures in wind-driven fire events (NWCG 2021). Because the northern boundary of East Los Angeles (which is also the northern boundary of the Project area) is 0.14 mile south of lands classified as a VHFHSZ and within the distance for ember travel, the Project area is considered near a VHFHSZ.

Fire hazard severity zones are designated in three types of areas based on what level of government is financially responsible for preventing and suppressing wildfires (County of Los Angeles 2014a).

- ***Federal Responsibility Areas:*** Within Federal Responsibility Areas, the federal government is financially responsible for wildfire suppression. There are no Federal Responsibility Areas within or near the Project area.
- ***State Responsibility Areas***: Within State Responsibility Areas (SRAs), the state is financially responsible for wildfire suppression. The FHSZs in SRAs are based on potential fuels, fire weather conditions, and

[2] These regulations are discussed in further detail, below, under the "State" designation header.

terrain, and represent potential fire hazard exposure to structures and other human infrastructure assets. The FHSZ areas are adopted as a Title 14 regulation of the California Code of Regulations (CCR), and fulfill the obligations laid out in Public Resources Code (PRC) 4201-04, and are important in various fire safety regulations, building construction standards, and real estate hazard disclosure requirements (CAL FIRE 2021). SRAs are recognized by the Board of Forestry and Fire Protection as areas where the California Department of Forestry and Fire Protection (CAL FIRE) is the primary emergency response agency responsible for fire suppression and prevention. The nearest SRA to the Project area is a VHFHSZ located approximately 5.15 miles to the west of East Los Angeles.

- ***Local Responsibility Areas***: Within Local Responsibility Areas (LRAs), cities or counties are financially responsible for wildfire suppression. Under the authority of California Government Code 51175 thru 51180, CAL FIRE makes recommendations of FHSZs in LRAs, which the relevant local agencies are then required to designate by ordinance. The FHSZs in LRAs are based on the same hazard model used for SRAs, but only for areas that meet the criteria for the "very high" classification (i.e., VHFHSZs). These areas confer similar fire safety regulations as those required in SRA FHSZ zones. Within LRAs in Los Angeles County, the Los Angeles County Fire Department (LACoFD) is the primary emergency response agency for fire suppression and prevention.

Figure 4.20-1, Fire Hazard Severity Zones, shows the Project area in relation to the surrounding FHSZs. While there are no FHSZs within the Project area, an LRA VHFHSZ is located approximately 0.14 miles from the northern boundary of East Los Angeles. This VHFHSZ begins just north of Valley Boulevard and continues north, where it connects to an uninterrupted FHSZ territory encompassing the Verdugo Mountain Open Space Preserve and the Angeles National Forest. This expansive FHSZ territory covers most of the land area within the County north of the 210 freeway. The nearest LRA and SRA FHSZs to each of the unincorporated communities that comprise the Project area are provided in Table 4.20-2, below.[3]

Table 4.20-2. Proximity of Project Area to Fire Hazard Severity Zones

Unincorporated Community	Proximity and Zone Type		Considered "near" SRA land or lands Classified as VHFHSZs?
	LRA (miles)	SRA (miles)	
East Los Angeles	0.14/VFHSZ	5.15/VHFHSZ	YES (Near a VHFHSZ)
East Rancho Dominguez	9.34/VFHSZ	10.71/VFHSZ	NO
Florence-Firestone	4.91/VFHSZ	11.26/VFHSZ	NO
Walnut Park	6.38/VFHSZ	10.20/VFHSZ	NO
West Athens-Westmont	3.89/VFHSZ	14.92/VFHSZ	NO
West Rancho Dominguez-Victoria	6.52/VFHSZ	13.21/VFHSZ	NO
Willowbrook	7.2/VFHSZ	11.81/VFHSZ	NO

Source: County of Los Angeles 2022b

East Los Angeles. There are no FHSZs within East Los Angeles; however, there is an LRA VHFHSZ approximately 0.14 miles to the north. The nearest SRA to the Project area is a VHFHSZ located approximately 5.15 miles to the west (County of Los Angeles 2022b).

[3] The primary data for LRA and SRA FHSZ proximity was calculated by Dudek Geographic Information Systems analysts using ESRI's "Near" Analysis Tool, which measures the Euclidean distance (i.e., a straight line "as the crow flies") between the community boundaries and the nearest FHSZ boundaries. The source data files used in the analysis were provided to Dudek by the County's Department of Regional Planning (County of Los Angeles 2022b).

East Rancho Dominguez. There are no FHSZs within or near[4] East Ranch Dominguez. The nearest LRA is a VHFHSZ located approximately 9.34 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 10.71 miles away (County of Los Angeles 2022b).

Florence-Firestone. There are no FHSZs within or near Florence-Firestone. The nearest LRA is a VHFHSZ located approximately 4.91 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 11.26 miles away (County of Los Angeles 2022b).

Walnut Park. There are no FHSZs within or near Walnut Park. The nearest LRA is a VHFHSZ located approximately 6.38 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 10.20 miles away (County of Los Angeles 2022b).

West Athens-Westmont. There are no FHSZs within or near West Athens-Westmont. The nearest LRA is a VHFHSZ located approximately 3.89 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 14.92 miles away (County of Los Angeles 2022b).

West Rancho Dominguez-Victoria. There are no FHSZs within or near West Rancho Dominguez-Victoria. The nearest LRA is a VHFHSZ located approximately 6.52 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 13.21 miles away (County of Los Angeles 2022b).

Willowbrook. There are no FHSZs within or near Willowbrook. The nearest LRA is a VHFHSZ located approximately 7.20 miles away. The nearest SRA to the Project area is a VHFHSZ located approximately 11.81 miles away (County of Los Angeles 2022b).

Fire History

Fire history data provides valuable information regarding fire spread, fire frequency, ignition sources, and vegetation/fuel mosaics across a given landscape. One important use for this information is as a tool for pre-planning. It is advantageous to know which areas may have burned recently and therefore may provide a tactical defense position, what type of fire burned on the site, and how a fire may spread. The fire history information presented below comes from CAL FIRE's FRAP database. The FRAP database summarizes multi-agency fire perimeter data from the late 1800s through 2020 (CAL FIRE 2020). Although the CAL FIRE data is incomplete as it is limited to larger fires, the data provides a summary of recorded fires and can be used to show whether large fires have occurred in or near the Project area, which indicates whether they may be possible in the future. Fire history recorded for the Project area is presented in Figure 4.20-2, Wildfire History.

California fires are burning faster and hotter than in previous decades (LA Times 2021). While much of the state's extreme fire behavior can be attributed to drought, rising global temperatures characterized by more frequent extreme heat waves are also a significant factor (LA Times 2021; UNEP 2022). Embers from wildfire can travel several miles depending on wind condition, topography, and fuel types, and can result in secondary ignitions that are a significant threat to structures in wind-driven fire events (NWCG 2021). While there is no recorded fire history within the Project area, available data from CAL FIRE in the FRAP database show that seven fires have burned within a two-mile radius of the Project area since the beginning of the historical fire data record (CAL FIRE 2020, 2022). Recorded wildfires within two miles of the Project area range from approximately three acres (1976) to 139 acres (1929), and the average fire size is 27 acres (not including smaller fires excluded from the data) (CAL FIRE

[4] For the purposes of this section, "near" shall be defined as less than or equal to a Euclidean (i.e., straight line) distance of 2 miles from the boundaries of the unincorporated communities to the boundaries of the nearest LRA and SRA FHSZs.

2022). The most recent large fire to occur near the Project area was the Idylwild Fire (five acres), which occurred in 1992 and burned to approximately two miles northwest of East Los Angeles (CAL FIRE 2022). The nearest fire to the Project area occurred in 1975 and burned 16 acres approximately 0.17 mile north of the East Los Angeles (CAL FIRE 2022).

Vegetation and Land Covers

Wildland fire behavior is strongly influenced by vegetation (fuel) type, fuel moisture and the arrangement and continuity of fuels, and thousands of homes have been lost in Los Angeles County due to the types of vegetation around them (LACoFD 2022a). The Project area communities are highly urbanized with residential and industrial land uses dominating the landscape. The Project area has been developed for almost 100 years, and the development has removed nearly all native vegetation communities. However, there are a few small pockets of ruderal vegetation and/or treescapes in East Los Angeles just south of Interstate 10 (I-10), which are extensive and unmanaged enough to represent an increased hazard in the event of a wildfire (LACoFD 2022a).[5] All other vegetation in the Project area is limited to irrigated landscapes associated with development and/or park space, or if unmanaged, is either too geographically isolated or limited to be considered a viable fuel source (see Section 4.4, Biological Resources, of this Recirculated Draft PEIR). Non-contiguous vegetation, such as that present throughout the Project area, limits the amount of surface fuel load available to burn, which inhibits fire spread. The Project area, including East Los Angeles, is also surrounded by urban development, and would not be subjected to fire prevention measures as prescribed burns or other broadscale vegetation management protocols.

Wildland-Urban Interface

Wildfire is a continuous threat in Southern California and is particularly concerning in the wild-urban interface (WUI), the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. The Project area contains a small pocket of WUI within residential and/or public use areas of East Los Angeles. This relatively isolated WUI area is located east of North Eastern Avenue and just south of I-10 (CAL FIRE 2015), where established development meets hillside ruderal areas and/or treescapes predominantly associated with the County Sherriff's Department's Eugene Biscailuz Regional Training Center. There are no WUI areas within the unincorporated communities of East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, or Willowbrook (CAL FIRE 2015).

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up slope and slower spread down slope. Terrain that forms a funneling effect—such as chimneys, chutes, or saddles—on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

Within the Project area, County Hillside Management Areas (HMAs)[6] are located within the northern portion of East Los Angeles, where the topography is locally steep (County of Los Angeles 2021). Similarly, HMAs are locally present in West Athens-Westmont, in the vicinity of Highway 105, however, this community is not within or near any FHSZs

[5] Vegetation management, related to wildland fire, refers to the total or partial removal of high fire hazard grasses, shrubs, or trees. While the areas in the northern areas of East Los Angeles would not be considered completely unmanaged, they are unirrigated and ruderal, and are similar enough to wildland vegetation communities to pose a fuel risk to the surrounding areas, which include residential uses (LACoFD 2022a).

[6] As provided in Chapter 22.104, Hillside Management Areas of the Zoning Code, HMAs are defined as areas with 25% or greater natural slopes

(CAL FIRE 2022). The topography throughout the remainder of the Project area is relatively flat to gently sloping (see Section 4.7, Geology and Soils, of this Recirculated Draft PEIR for further discussion of topography within the Project area).

Weather, Climate, and Wind

The following discussion of weather, climate, and wind focuses specifically on East Los Angeles, as this is the only community within the project area near a VHFHSZ, and as such, would be the only area where weather, climate and wind, as potential contributors to the spread of wildfire events, would be of any particular concern. However, weather, climate, and wind patterns within East Los Angeles can generally be extended to the broader Project area, as the given measurements and calculations are based on an aggregation of data from regional weather stations, none of which are located directly within the Project area (Weather Spark 2022; WRCC 2020).

In the Project area, the summers are generally warm, arid, and clear and the winters are long, cool, wet, and partly cloudy (Weather Spark 2022). Based on a statistical analysis of historical hourly weather reports and model reconstructions from January 1, 1980 to December 31, 2016, over the course of the year, the temperature in East Los Angeles typically varies from 47°F to 86°F and is rarely below 41°F or above 94°F (Weather Spark 2022).[7] Precipitation typically occurs from October through April, with an average annual rainfall of 14.49 inches (WRCC 2020; Weather Spark 2022).[8]

The Project area, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area of the Earth. The prevailing wind pattern in East Los Angeles varies throughout the year but occurs most often from the west from February through July and again from August to October, from the south July to August, and from the north October to February (Weather Spark 2022). The highest wind speeds are reached from November through April, with average wind speeds exceeding 6.9 miles per hour. For the remainder of the year, average wind speeds reach approximately 6.3 miles per hour (Weather Spark 2022).[9] The wind experienced at any given location is highly dependent on local topography and other factors, and instantaneous wind speed and direction vary more widely than the averages presented above.

Fire Protection

The LACoFD provides fire and emergency medical services to the unincorporated areas of the County, including the Project area. The LACoFD operates nine divisions, 22 battalions, and 175 fire stations (LACoFD 2021). The LACoFD had a total of 4,775 personnel in 2021 (LACoFD 2021).

Of the 175 LACoFD stations within Los Angeles County, 13 are within the Project areas, including three stations in East Los Angeles (County of Los Angeles 2022b). The LACoFD stations serving the Project area are provided below

7 There are four weather stations near enough to contribute to the estimation of the temperature in East Los Angeles. The estimated temperature values at East Los Angeles are computed as the weighted average of the individual contributions from each station, with weights proportional to the inverse of the distance between East Los Angeles and a given station. The stations contributing to this reconstruction are as follows: Los Angeles/USC Campus Downtown (62%, 7 miles west, -20 feet elevation change); Long Beach Airport (19%, 15 miles south, -167 feet elevation change); Fullerton Municipal Airport 18%, 15 miles southeast, -102 feet elevation change); and Mount Wilson (1%, 16 miles northeast, 5,509 ft elevation change (Weather Spark 2022).

8 Precipitation estimates for East Los Angeles are based on measurements taken at the Los Angeles/USC Campus Downtown station, located approximately seven miles west of East Los Angeles. Average annual rainfall is based off historical annual rain fall measurements (in inches) across a 108 year period of review spanning form from approximately 1912 to 2020 (WRCC 2020).

9 Wind speed and direction data for East Los Angeles come from the National Aeronautics and Space Administration's MERRA-2 Modern-Era Retrospective Analysis. The reanalysis, provided by Weather Spark, combines a variety of wide-area measurements in a global meteorological model to reconstruct the hourly history of wind speed and direction throughout the world on a 50-kilometer grid (Weather Spark 2022).

in Table 4.20-3. (See Section 4.15, Public Services, of this Recirculated Draft PEIR for further discussion the existing fire protection services setting).

In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services. Major issues associated with fire hazards include the increase in the frequency and duration of wildfires; the increasing cost and danger to residents, property, and the environment; and urban fire considerations due to the intensity of development, the number of potentially affected populations, and the difficulties of containment (County of Los Angeles 2014a).

The LACoFD has several standards to maintain adequate fire protection within their service area. According to the General Plan EIR, standards for response times are as follows (County of Los Angeles 2014a):

- 5 minutes or less for response times for urban areas
- 8 minutes or less for suburban areas
- 12 minutes or less for rural areas

Table 4.20-3. Project Area Los Angeles County Fire Department Stations

Community	Fire Station Name	Address
East Los Angeles	Station 1	1108 North Eastern Avenue, Los Angeles, CA, 90063
East Los Angeles	Station 3	93 South Eastern Avenue, Los Angeles, CA, 90022
East Los Angeles	Station 22	928 South Gerhart Avenue, Los Angeles, CA, 90022
East Los Angeles	Station 50	2327 South Saybrook Avenue, Commerce CA 90040
East Rancho Dominguez	Station 31	7521 East Somerset Boulevard, Paramount, CA 90723
East Rancho Dominguez	Station 148	4264 Martin Luther King Jr. Boulevard, Lynwood CA 90262
East Rancho Dominguez	Station 105	18915 South Santa Fe Avenue, Compton CA 90221
Florence-Firestone; Walnut Park	Station 16	8010 Compton Avenue, Los Angeles, CA 90001
Florence-Firestone; Walnut Park	Station 164	6301 South Santa Fe Avenue, Huntington Park CA 90255
Florence-Firestone; Walnut Park	Station 165	3255 Saturn Avenue, Huntington Park, CA 90255
West Athens-Westmont	Station 14	1401 West 108th Street, Los Angeles, CA 90047
West Athens-Westmont	Station 159	2030 West 135th Street, Gardena CA 90249
West Athens-Westmont	Station 162	12151 Crenshaw Boulevard, Hawthorne CA 90250
West Athens-Westmont	Station 170	10701 South Crenshaw Boulevard, Inglewood CA 90303
West Rancho Dominquez-Victoria; Willowbrook	Station 95	137 W. Redondo Beach Boulevard Gardena, CA 90248
West Rancho Dominquez-Victoria; Willowbrook	Station 41	1815 East 120th Street, Los Angeles, CA 90059

Source: LACoFD 2022b

For further details regarding fire protection and emergency services within the Project area, please refer to Section 4.15, Public Services, of this Recirculated Draft PEIR.

Infrastructure

The Project area is located within a heavily urbanized environment near the geographic center of the County, which has access to all necessary public serving infrastructure, including road and highway, electrical, wireless communication, and water/sewer, including fire hydrants. As discussed further in Section 4.17, Transportation, multiple highways are located within and/or adjacent to the community of East Los Angeles. The community is bounded by I-10 to the north and I-5 to the south. Other highways bisecting the community include I-710 and SR-60/Pomona Freeway. The major north/south community thoroughfares include Eastern Avenue and Atlantic Boulevard while major east/west thoroughfares include Caesar Chavez Avenue, Third Street, Whittier, and Olympic Boulevards.

Other Potential Hazards

The Project area is within the Los Angeles River watershed. The Los Angeles River Watershed headwaters originate in the Santa Monica, Santa Susana, and San Gabriel mountains in the west and north, to San Pedro Bay. As discussed in Sections 4.7, Geology and Soils and 4.10, Hydrology and Water Quality, of this Recirculated Draft PEIR, the Project area is not within areas mapped as susceptible to subsidence or downslope or downstream flooding. However, as illustrated in Figure 4.7-2, Liquefaction Zones in Section 4.7, Geology and Soils, potential liquefaction zones are present in the northern portion of East Los Angeles.

4.20.2 Environmental Impacts

4.20.2.1 Methodology

As described in Chapter 3, Project Description, the Metro Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the Metro Area Plan would encourage development in a manner consistent with the Metro Area Plan, which would facilitate additional future development. Therefore, this Recirculated Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the Metro Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

As discussed above, CAL FIRE is required to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These designations, referred to as FHSZs, mandate how people construct buildings and protect property to reduce risk associated with wildfire(s). The CAL FIRE designated FHSZs are generally used in CEQA to establish if a project is "located in or near state responsibility areas or lands classified as very high fire hazard severity zones". This determination subsequently informs the applicability of thresholds listed below in Section 4.20.2.2. If it is determined that a project is not located in or near a FHSZ, the thresholds of significance for wildfire would not apply, and the project would, by default, be assumed to have a less-than-significant impact pertaining to wildfire hazards or an adopted emergency response/evacuation plan.

Having been developed for nearly a century, the Project area is heavily urbanized, with no remaining natural vegetation communities or other known wildland fire fuel sources. Together with the Project area's predominantly mild topography (County of Los Angeles 2015), the Project area would not be considered uniquely susceptible to

wildfire events. However, for the purposes of this Recirculated Draft PEIR analysis, it has been established that the Project is located "near" lands classified as a VHFHSZ, as the community of East Los Angeles is located within 0.14 miles of a VHFHSZ (CAL FIRE 2022). As such, any potential Project related impacts, as determined by the given significance thresholds based, with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, will be analyzed and discussed in further detail below.

However, due to the unique circumstances regarding the Project's geographic scope, including (1) that the Project area is spread across seven geographically disparate communities and (2) that the community of East Los Angeles encompasses an approximately 7.44 square mile land area, the analysis provided below focuses on Project related impacts that could potentially occur only in portions of the Project area that are located within two miles of a VHFHSZ. This would include most of the land area in East Los Angeles north of the State Route (SR) 60/Pomona Freeway. Because the rest of the Project area is not located in or near a FHSZ and given the heavily developed nature of the Project area, it can be assumed that any Project related impacts pertaining to wildfire or an adopted emergency response/evacuation plan in these areas would be less than significant. As such, the communities of East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens Westmont, West Rancho Dominguez-Victoria, and Willowbrook will not be discussed in any detail within the impact analysis provided below (see Section 4.20.2.4).

The analysis of impacts of the Project on wildfire hazards or an adopted emergency response/evacuation plan is based on review of the relevant plans, policies, and programs referenced above in Section 4.20.1.1, Regulatory Setting, including CAL FIRE FHSZ maps (CAL FIRE 2022), the General Plan (County of Los Angeles 2015), the General Plan EIR (County of Los Angeles 2014a), Title 32 (County of Los Angeles 2022b), and all other applicable sections of the Los Angeles County Code, California Code of Regulations, California Government Code, and California Public Resources Code.

4.20.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to wildfire are listed below. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project may have a significant impact if it would:

Threshold 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.

Threshold 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Threshold 4.20-3: 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.

Threshold 4.20-4: 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.

Threshold 4.20-5: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.20.2.3 Land Use Changes, Programs, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Recirculated Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the Metro Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, mixed-use, and industrial development based on the following land use changes and/or zone changes and programs applicable to Project area *within or near an SRA or lands classified as a VHFHSZ*:

1. Residential and Mixed Use - The Project would rezone and/or redesignate existing residential and commercial sites to allow for residential and mixed-use development at higher densities than currently allowed under existing conditions. The sites affected are currently zoned and/or designated as residential or commercial (and in one area, light agricultural) but nearly all are currently occupied by existing development. The sites identified to accommodate development within the unincorporated community of East Los Angeles are illustrated in Figure 3-1a, Proposed Zoning, East Los Angeles and Figure 3-2a, Proposed General Plan Land Use, East Los Angeles, of Chapter 3, Project Description, of this Recirculated Draft PEIR. Implementation of the Project would result in approximately 5,687 additional dwelling units and 19,905 additional residents in the unincorporated community of East Los Angeles.

2. Accessory Commercial Units (ACUs) – The Project would allow for the development of Accessory Commercial Units (ACUs) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. The sites affected by the ACU program in East Los Angeles are currently occupied by existing development. Implementation of the Project would result in approximately 40 ACUs and 67 new jobs within the unincorporated community of East Los Angeles.

3. Industrial Land Use Strategy Program (Industrial Program) – The Project includes development of an Industrial Program for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of Project approval. The Industrial Program would adopt two new industrial zones—Life Sciences Park (LSP) and Artisan Production and Custom Manufacturing (M-0.5)—to allow for cleaner, alternative industrial uses, such as artisan manufacturing and life sciences facilities. The conceptual definitions, zoning regulations, development standards, and location of candidate parcels for LSP and M-0.5 zones are outlined in Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps, of the Metro Area Plan. Program implementation would require the County to conduct additional research and outreach to property owners of candidate parcels. This would include gathering relevant land use and economic data and conducting additional analysis, as needed, to inform implementation of the Industrial Program, including the future rezoning of appropriate candidate parcels with the new industrial zones. The candidate parcels in East Los Angeles affected by the Industrial Program are currently occupied by existing development and are illustrated in Figure 3-3a, Proposed Industrial Land Use Strategy Program, in Chapter 3 of this Recirculated Draft PEIR. Implementation of the Industrial Program could result in approximately 281,753 square feet of life science, artisan production, and/or custom manufacturing building area and 1,168 new jobs created in East Los Angeles.

Areawide Goals and Policies

There are no areawide goals or policies related to the topic wildfire.

Community-Specific Goals and Policies

There are no community-specific goals or policies related to the topic wildfire.

4.20.2.4 Impact Analysis

Threshold 4.20-1 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Per the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, a project's potential to substantially impair an adopted emergency response plan or emergency evacuation plan—or to have a potentially significant impact related to any of the thresholds listed above in Section 4.20.2.2, Threshold of Significance—hinges upon whether or not a project is "located in or near state responsibility areas or lands classified as very high fire hazard severity zones". No portion of the project area is within state responsibility areas or lands classified as very high fire hazard severity zones. However, as discussed above in Section 4.20.1.2, Existing Environmental Conditions, embers from wildfire can travel several miles depending on wind condition, topography, and fuel types, and can result in secondary ignitions that are a significant threat to structures in wind-driven fire events (NWCG 2021). Because East Los Angeles is 0.14 mile south of lands classified as a VHFHSZ and within the distance for ember travel, the Project is considered near a VHFHSZ. However, as provided in Table 4.20-2, Proximity of Project Area to Fire Hazard Severity Zones, above, no other Project area community is within 2 miles of a VHFHSZ or SRA FHSZ. As such, the analyses provided under Thresholds 4.20-1 through 4.20-5 focus on the Project's potential impacts resulting from physical growth and development facilitated within East Los Angeles as a result of Project proposed programs and/or policies (see Section 4.20.2.1, Methodology, above, for further discussion related to scope of analysis).

As explained above in Section 4.20.2.3, while implementation of the Project would not in itself result in any direct development, the Project would accommodate certain types of development in the northern areas of East Los Angeles, which constitute lands near (i.e., within 2 miles of) a VHFHSZ. The LACoFD provides fire, safety, and emergency medical services to the Project area. As established above in Section 4.20.1.2, Existing Environmental Conditions, there are three existing LACoFD fire stations located within the community of East Los Angeles, including Station 1, located at 1108 North Eastern Avenue, north of the SR-60/Pomona Freeway. In addition to the LACoFD fire stations located within East Los Angeles, the Project area is served by an additional 13 LACoFD fire stations located within the communities of within or near the communities of East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens Westmont, and West Rancho Dominguez-Victoria, and Willowbrook. The locations of the existing LACoFD fire stations in East Los Angeles and elsewhere in the Project area indicate that emergency services are available within Project areas located near a VHFHSZ.

As provided above in Section 4.20.1.1, Regulatory Setting, the emergency response plan for the Project area is the Operational Area Emergency Response Plan (Response Plan), which is prepared by OEM (County of Los Angeles 2012). The Response Plan strengthens short- and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County (County of Los Angeles 2014a). As listed in Section 4.20.2, above, the County's General Plan contains a number of goals and policies which serve to support the Response Plan. This includes Goal S 4, to provide effective County emergency response management capabilities. These goals and policies help ensure that existing and future Project area residents are and continue to be protected from the public health consequences of natural or man-made disasters through: (1) increased readiness and response capabilities, risk communication, and the dissemination of public information (Policy S-7.1); (2) effective coordination

between County agencies and other public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning (Policy S 7.3); (3) maintenance of essential public facilities (Policy S 7.6); and (4) the adequate provision and support of emergency response resources (such as sheriff and fire service) (Policies S 7.2 and S 7.5). These goals and policies have been (and will continue to be) implemented through such means as the County's mutual aid agreements, the establishment of set staffing and response times for emergency service providers, and technical improvements to multijurisdictional communication system (discussed in further detail in Section 4.20.1.1 and below).

In support of OEM's Response Plan and the goals and polices set forth in the County General Plan Safety Element, the County has also entered into various mutual aid agreements, which help ensure that adequate emergency support services are provided to all County jurisdictions if and when needed, including to the Project area (County of Los Angeles 2015). At the state or regional level, OEM's Response Plan conforms to SEMS, which incorporates the use of the ICS and other forms of multi-agency or inter-agency coordination (see Section 4.10.1.1, Regulatory Setting). Locally, the County's LA-RICS uses the Land Mobile Radio system, which provides increased coverage and capacity and eliminates barriers to multijurisdictional responses by allowing police, firefighters, and paramedics in the field to communicate directly with users outside of their agency (LARICS 2022; County of Los Angeles 2015). The County's established mutual aid agreements, together with a streamlined communication system allowing coordination amongst emergency responders across various jurisdictions and agencies, would help ensure that the Project areas near a VHFHSZ are able to adequately access emergency services as set forth by the OEM's Response Plan, or any other adopted emergency response and/or evacuation plan applicable to the Project area. (For a more complete discussion of emergency response services within the Project area, please refer to Section 4.15, Public Services, of this Recirculated Draft PEIR).

The LACoFD provides fire and emergency medical services to the unincorporated areas of the County, including the Project area. The LACoFD has several standards to maintain adequate staffing and emergency response within their service area. According to the General Plan EIR, the standard for response time in the Project area (which constitutes an "urban area") is 5 minutes (County of Los Angeles 2014a). As discussed in Section 4.15, Public Services, of this Recirculated Draft PEIR, all fire stations that serve the Project area, including those within or near East Los Angeles, appear to adequately meet the minimum requirements for the staffing and response times (refer to Table 4.15-2, County Fire Stations Serving the Project Area – Equipment, Staffing, and Response Times, for relative LACoFD station staffing and response times).

Project facilitated development within East Los Angeles, and elsewhere throughout the Project area, would be subject to applicable provisions of the 2019 CFC, which establishes minimum requirements to safeguard public health, safety, and general welfare, including from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations (Title 24, Part 9, California Building Standards Code). Compliance with applicable CFC provisions, ensured through the County's development plan review process outlined in the County Code, would ensure that Project facilitated development within the Project areas near a VHFHSZ would not substantially impair an adopted emergency response plan or emergency evacuation plan. In addition to CFC provisions, lands located within the neighboring VHFHSZ north of East Los Angeles would be subject additional emergency access and defensible space requirements, as set forth in Titles 32 (Fire Code) of the County Code, which would help ensure regional emergency response and access standards are maintained.

The Project would allow for: (1) new life science facilities and artisan production/custom manufacturing uses (e.g., small-scale urban manufacturing or production, design, distribution, and repair of products) under the LSP and M-0.5 zones; (2) new neighborhood-scale commercial uses (i.e., ACUs); and (3) new residential and mixed-use residential uses, including the potential for employment and population growth, within the community of East Los

Angeles and elsewhere within the Project area. As the Project area is highly urbanized and built out, Project facilitated development and/or redevelopment would consist entirely of infill projects in urbanized areas with established streets and infrastructure, which would not be likely to require any substantive reconfigurations, changes, or additions to the street system that could impair or otherwise effect an adopted emergency response plan or emergency evacuation plan. The compliance with required regulations (including applicable provision of the CFC), continued implementation of emergency response programs to support the goals and policies set forth in the General Plan, and the general location and nature of Project facilitated development (which would consist of infill development in areas with established roadway infrastructure and within existing LACoFD service areas), would ensure that potential impacts to an adopted emergency response/evacuation plan associated with implementation of the Project would be less than significant. Additionally, approval of the proposed Project would not change the existing regulations and would not provide any goals, policies, or programs that would significantly impact emergency response and/or evacuation efforts. Therefore, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

Threshold 4.20-2 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

As discussed in Section 4.20.1.2, the Project area is not located in SRA lands or lands classified as VHFHSZs. However, lands classified as VHFHSZs are located immediately north of the Project area, approximately 0.14 miles from the northern boundary of East Los Angeles, as shown in Figure 4.20-1, Fire Hazard Severity Zones. Therefore, due to proximity to areas designated VHFHSZ the Project could exacerbate wildfire risk and expose Project area occupants to pollutant concentrations from a wildfire or the uncontrollable spread of a wildfire if the Project, combined with the climatic, topographic, vegetation, weather conditions, and other factors, would increase the risk of a wildfire occurring and increase the severity of such an occurrence.

As explained above in Section 4.20.2.3, while the Project does not propose any direct development that would result in physical changes to the environment, the Project would implement targeted land use policy changes which would accommodate additional residential and commercial development in lands near (i.e., within 2 miles of) a VHFHSZ. In addition, the Project's proposed Industrial Program could also result in clean industrial development in lands near (i.e., within 2 miles of) a VHFHSZ. As shown in, and Figure 3-1a, East Los Angeles, Proposed Zoning, and Figure 3-3a, Proposed Industrial Land Use Strategy Program in Chapter 3, Project Description, of this Recirculated Draft PEIR, parcels identified to accommodate future development efforts would be located in heavily developed, urban areas. Any future development efforts related to industrial, residential and/or ACU uses would consist entirely of infill activities located within previously disturbed and/or developed parcels.

Slope

As previously discussed in Section 4.20.1.2, Existing Environmental Conditions, the Project area, and the surrounding areas are relatively flat. However, as identified on the General Plan's Hillside Management Areas and Ridgeline Management Map (2021), HMAs (i.e., areas with a natural slope gradient of 25% or steeper) are located within a predominantly residential area of East Los Angeles, north of Caesar Chavez Avenues (CAL FIRE 2022).[10]

[10] HMAs are also locally present in West Athens-Westmont, in the vicinity of Highway 105, however, this community is not within or near SRAs or lands designated as VHZHSZs (CAL FIRE 2022; County of Los Angeles 2022b).

While the Project would not accommodate any additional residential or industrial development in the HMAs, certain residential parcels within the HMAs would be permitted to operate ACUs, which could generate a small increase in local employment (i.e., approximately 67 additional jobs throughout all of East Los Angeles) and commercial activity. These additional employees and/or patrons could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. However, as the ACUs are intended to be small scale and neighborhood serving, it is unlikely that their operation would attract many employees or customers from outside of the area. The ACUs would further be located within existing residential development(s) and would not therefore convert any previously undeveloped parcels within the HMAs to active use.

As set forth in the General Plan, the County is required to manage development in HMAs to minimize risks from natural hazards, such as fire (Policy C/NR 13.8) (County of Los Angeles 2015). In the extremely unlikely event that an ACU were to be developed on a previously undeveloped segment of a lot with a slope gradient of 25% or steeper, existing development standards, such as those set forth in the Los Angeles County Building Code and Chapter 22.104 of the Zoning Code (including Appendix I, Hillside Management Guidelines), would require the area to be graded, thereby moderating the topography, and reducing the wildfire risk related to slope. Any development taking place would further be subject to General Plan Policy S 4.7, which discourages building mid-slope, on ridgelines and on hilltops, and requires that development employs adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows (County of Los Angeles 2015).

Prevailing Winds

Prevailing winds are winds that blow from a single direction over a specific area. As previously discussed in Section 4.20.1.2, the predominant average hourly wind speed and direction throughout the Project area varies throughout the year. High wind velocities that could exacerbate wildfire risk are generally associated with downslope, canyon, and Santa Ana winds. As discussed above, the Project area is predominantly flat and does not include topography that would create unusual weather conditions. Any future ACU development proposed within the HMAs of East Los Angeles, where exacerbating topography such as downslopes or canyons are more likely to be present, would be limited to previously developed residential parcels. Further, as ACUs are intended to be small scale and neighborhood serving, ACU operation would not be expected to attract a significant number of people from outside the areas in which they are located. Similarly, while the Project would accommodate additional residential development, there are no parcels identified to support additional dwelling units within the HMA. Therefore, the level of risk currently associated with the existing environmental conditions would not be exacerbated. Finally, as shown in Figure 4.20-2, Wildfire History, wildfires in the surrounding areas typically start in areas further north. Given that the prevailing wind direction during the summer months when fire risk is highest is from the west and/or south, it is not anticipated that prevailing winds would exacerbate wildfire risks.

Other Factors

Other factors such as vegetation, building materials, and setbacks can also contribute to wildfire risk.

Vegetation. Having been developed for nearly a century, the Project area is highly urbanized. There are a few small pockets of ruderal vegetation and/or treescapes in East Los Angeles just south of I-10, which are extensive enough to represent an increased hazard in the event of a wildfire event (LACoFD 2022a). All other vegetation in the Project area is limited to irrigated landscapes associated with development and/or park space, or, if unmanaged, is either too geographically isolated or limited to be of concern.

The Project could facilitate an intensity of industrial (through the implementation of the Industrial Program) and commercial (i.e., ACUs) uses within an area located near lands classified as a VHFHSZ. However, any future development accommodated as a result of Project implementation in this area would be limited to infill development located on previously developed and/or disturbed parcels and would not include any additional dwelling units. Further, non-contiguous vegetation, such as that present in East Los Angeles and throughout the Project area, would limit the amount of surface fuel load available to burn, which would thereby limit fire spread. Finally, as provided in Title 32 (Fire Code) of the County Code, lands located near the Project area that are within a VHFHSZ would be required to prepare fuel modification plans to reduce wildfire related risk. These areas would also be subject to all applicable goals and policies pertaining to wildfire hazards set forth in the General Plan, including Policy LU 11.6 of the Land Use Element and Policies S 4.1. S 4.2, and S 4.6 of the Safety Element (see Section 4.20.1.1, Regulatory Setting, above). These standards and policies, as implemented through future development, would reduce vegetation related wildfire risk within the VHFHSZ, thereby reducing the risk of wildfire spread to the Project area and/or exposure of Project area occupants to pollutant concentrations from a wildfire.

Building Materials and Setbacks. Any future development facilitated by implementation of the Project would be required to comply with the County Code, which adopts the 2019 CFC and includes provisions for fire safety and fire-resistive construction. Low-ignitability buildings, as provisioned by the CFC, provide the option of reducing the wildfire threat to structures without extensive wildland fuel reduction. Any future development within the Project area would be required to comply with construction methods outlined in the County Code, the CFC, and the California Building Code, which specify requirements for materials and construction methods for fire safety.

With the implementation of the Industrial Program, the predominant type of development facilitated in areas near a VHFHSZ would be approximately 281,753 square feet of additional clean industrial, small manufacturing and/or life science facilities within East Los Angeles. Candidate parcels within the LSP zone would be concentrated within the northwest corner of East Los Angeles in an area north of I-10, while more smaller clusters of M-0.5 candidate parcels would be located along North Eastern Avenue, Floral Avenue, and south of Whittier Boulevard (see Figure 3-1a and Figure 3-3a in Chapter 3 of this Recirculated Draft PEIR). Typical materials associated with clean industrial, small manufacturing, and/or life sciences facilities would likely include concrete, metal, aluminum, glass, and other fire-resistant materials. These types of structures would be considered to have low ignitability and would be anticipated to survive exposure to wildfire without major fire destruction. Further, the CFC subjects industrial-related uses to additional regulatory requirements, including fire-safety provisions applicable to equipment, processes, and operations involving combustible fibers,[11] hazardous materials, industrial ovens, welding, brazing, and soldering, among others. Mandatory compliance with these provisions would reduce the risk of wildfire ignition and spread (and the potential to expose Project area residents to pollutant concentrations from the ignition or spread of a wildfire) resulting from buildout of the LSP and M-0.5 zones in the Project area.

Summary

With adherence to existing code standards, including the County Code, California Building Code, and CFC, the limited facilitation of development to previously developed parcels within urban areas (i.e., infill development), and the presumed low ignitability of building materials associated with any future clean industrial, small manufacturing, and/or life sciences facilities (through the implementation of the proposed Industrial Program), the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Further, given (1) that the surrounding areas are heavily urbanized, (2) the fact that off-site

[11] Combustible fibers are defined in the CFC as "…readily ignitable and free-burning materials in a fibrous or shredded form, such as cocoa fiber, cloth, cotton, excelsior, hay, hemp, henequen, istle, jute, kapok, oakum, rags, sisal, Spanish moss, straw, tow, wastepaper, certain synthetic fibers or other like materials…" (CFC Section 202, General Definitions).

fuels consist of moderately spaced vegetation, and (3) as shown in Figure 4.7-2, Wildfire History, that wildfires in the immediately surrounding area are not common, it is unlikely that Project occupants would be exposed to the uncontrolled spread of a wildfire or prolonged pollutant concentrations in the event of a wildfire event. It is not anticipated that the Project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire, the uncontrolled spread of a wildfire, or significant risks associated with wildfires. Additionally, approval of the proposed Project would not change the existing regulations and would not provide any goals, policies, or programs that would exacerbate wildfire risk. As such, impacts would be less than significant.

Threshold 4.20-3 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

The Project (including the implementation of the proposed Industrial Program) would accommodate an intensity of industrial and commercial uses (e.g., new clean industrial, small manufacturing, and/or life sciences facilities buildings and/or ACUs) within the Project area near land classified as a VHFHSZ. Any future ACU development would be small in scale (e.g., approximately 850 square feet per unit), would be limited in number,[12] and would be located within existing residential lots, which would have previously existing utility connections (e.g., water, wastewater, sanitary sewer, stormwater drainage, electric power, natural gas, and telecommunications services) to serve existing residents. Any new clean industrial, small manufacturing, and/or life sciences facilities accommodated as a result of the implementation of the Industrial Program would be located within candidate parcels that have been previously developed and/or disturbed, which would have access to existing utility connections. The installation and maintenance of any associated infrastructure for these structures, including driveways and surface parking, and connections to service utilities would presumably occur on-site or adjacent to the site and would not be anticipated to result in off-site environmental impacts or exacerbate wildfire risk.

Although the Project would accommodate a limited amount of job growth within Project area near lands classified as a VHFHSZ, which could increase the need and use of existing infrastructure, the Project would not, in itself, result in the installation of roads, fuel breaks, emergency water sources, power lines, or other utilities. With the implementation of the Industrial Program, many of the future clean industrial, small manufacturing, and/or life science facility uses permitted under the proposed LSP and M-0.5 zones would require a CUP pursuant to proposed Zoning Code revisions and/or existing Green Zone Districts provisions (Zoning Code Section 22.84.303). Development projects requiring a CUP would be subject to discretionary review under CEQA, where impacts would be analyzed and mitigated, as needed, and as required by state law. Furthermore, all future development in East Los Angeles and elsewhere in the Project area would be required to comply with construction methods outlined in the County Code, the CFC, and the California Building Code, which specify requirements for materials and construction methods for fire safety, including provisions related to fire service features (e.g. firefighter access, water supplies), fire and smoke protection features (e.g., fire-resistance-rated construction), fire protection and life safety systems (e.g., automatic sprinkler and alarm systems), and means of egress (e.g., building exit and evacuation). Therefore, the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure. Additionally, approval of the Project would not

[12] Less than 40 ACUs are anticipated to be constructed throughout the entire community of East Los Angeles as a result of Project implementation.

change existing regulations and would not provide any goals, policies, or programs related to the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in impacts to the environment. As such, impacts would be less than significant.

Threshold 4.20-4 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

As established above in Section 4.20.1.2, Existing Environmental Conditions, the Project area is within the Los Angeles River watershed. As discussed in Sections 4.7, Geology and Soils and 4.10, Hydrology and Water Quality, of this Recirculated Draft PEIR, the Project area is not within areas mapped as susceptible to subsidence or downslope or downstream flooding.

As illustrated in Figure 4.7-2, Liquefaction Zones, in Section 4.7, Geology and Soils, potential liquefaction zones are present in the northern portion of East Los Angeles. The topography of most of the community is relatively flat to gently sloping; however, the Repetto Hills in the northern portion of the community include localized steep slopes. As illustrated in Figure 4.7-3, Landslide Zones, some of these hillsides are potentially prone to landslides. However, as previously discussed, any future development facilitated as a result of Project implementation would be considered infill and would consist of redevelopment of and/or modifications to previously developed parcels and/or structures. Because the Project area is predominantly developed with impervious surfaces, any future development facilitated as part of the Project is expected to generate little or no increase in runoff to the existing drainage system (see Section 4.10, Hydrology and Water Quality, of this Recirculated Draft PEIR). Further, according to available wildfire history (see Figure 4.20-2, Wildfire History), wildfires have not burned onto or adjacent to the Project area, precluding the risk of post-fire slope instability.

Pursuant to Section 12.84.430 (Applicability) of Chapter 12.84, Low Impact Development Standards, of the County Code, any Project facilitated development (including ministerially approved projects) would be required to comply with hydromodification control standards outlined in Section 12.84.445 (Hydromodification Control) requiring development projects to "incorporate properly designed, technically appropriate hydromodification control development principles and technologies" to minimize erosion and other hydrologic impacts on natural drainage systems. Compliance with applicable provisions would be ensured through the Low Impact Development (LID) Plan review process prior to issuance of grading permits. Therefore, because any future development accommodated as a result of Project implementation would be: (1) predominantly infill development and redevelopment in areas with predominantly impervious surfaces (and would not result in substantial changes to the existing drainage system); (2) would not be located in areas with post-fire slope instability; and (3) would be subject to applicable County Code provisions related to hydromodification control, the Project would not 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, and impacts would be less than significant.

Threshold 4.20-5 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose

people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

As discussed above, the Project area is not located in an SRA or land classified as VHFHSZ. Any future development accommodated as a result of Project implementation would be required to comply with County and state requirements for fire safety practices to reduce the possibility of fires during construction activities, including compliance with CFC Section 3304 (maintain precautions against fire) 3310.1 (maintain access for firefighting equipment) and 3310.1 (ensure any motorized equipment complies with fire protection regulations). As such, adherence to County and state regulatory standards during Project construction would reduce the risk of wildfire ignition and spread during any future Project facilitated construction activities. During operation, the Project would be required to adhere to the County Code and the CFC. Additionally, as discussed above under Threshold 4.20-2, the main development type likely to be accommodated near a VHFHSZ would be clean industrial, small-scale manufacturing, and life-sciences facilities, which are generally constructed using cement, stucco, and other building materials which have low ignitability. As illustrated in Figure 3-1a in Chapter 3, no Project related residential development would be facilitated in areas near a VHFHSZ. Further, any facilitated industrial buildings of scale would be required to have and maintain fire protection and life safety systems (CFC Chapter 9) including automatic fire sprinklers.

The Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Given that surrounding off-site fuels consist of moderately spaced vegetation within heavily developed urban areas, and as shown in Figure 4.7-2, Wildfire History, wildfires in the immediately surrounding area are not common, and it is unlikely that Project area occupants would be exposed to the uncontrolled spread of a wildfire or prolonged pollutant concentrations in the event of a wildfire. It is not anticipated that the Project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire, the uncontrolled spread of a wildfire, or significant risks associated with wildfires. Additionally, approval of the proposed Project would not change existing regulations and would not provide any goals, policies, or programs that would result in the exposure of people or structures to significant wildfire related risks. Therefore, impacts associated with exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

4.20.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative wildfire impacts includes the Project area and unincorporated Los Angeles County. The full list of related plans and projects applicable to the cumulative analyses in Chapter 4 of this Recirculated Draft PEIR is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Recirculated Draft PEIR.

As mentioned above, the cumulative context considered for wildfire impacts is the County and more specifically, the Los Angeles River Watershed, which encompasses approximately 834 square miles. According to the General Plan, due to the developed nature of the area, wildfire threat is not identified as being an issue of concern within the Metro Planning Area (County of Los Angeles 2015). However, the General Plan also states that wildland fire threats are increasing within the County, in part due to climate change (County of Los Angeles 2015). The rise in temperatures and prolonged periods of drought increase the fire ignition potential and may increase the frequency and duration of wildfires. In addition, current regulations cannot ensure that all developments located in FHSZs are protected from wildland fire threats (County of Los Angeles 2015). Wildfires also have negative impacts on regional air quality, which would impact County residents both within and outside of FHSZs (County of Los Angeles 2015).

Threshold 4.20-1. The applicable emergency response plan for the cumulative study area (which includes the Project area, the FFTOD Specific Plan area, and other unincorporated areas within the County) is the Response Plan, prepared by OEM (County of Los Angeles 2012). As discussed under Threshold 4.20-1 of Section 4.20.2, Environmental Impacts, above, the General Plan includes goals and policies in support of the Response Plan, which are implemented through applicable County Code and CFC requirements and other regional programs and provisions, such as the County's mutual aid agreements and improvements to the multijurisdictional communication system. The Project area is located within a heavily urbanized environment near the geographic center of the County, which has access to all necessary public serving infrastructure, including road and highway infrastructure. Development facilitated by the cumulative development in the Project area would be limited to infill development and redevelopment, which would not be anticipated to require reconfigurations, additions, or other changes to the roadway network, which could impair or otherwise effect an adopted emergency response plan or emergency evacuation plan. Therefore, compliance with applicable state and County regulations would ensure that critical components of the Response Plan, including adequate access, infrastructure, communication systems, and adequate staffing/response times, are not impaired. Therefore, the Project's incremental contribution to impacts related to an adopted emergency response plan or emergency evacuation plan would not be cumulatively considerable.

Threshold 4.20-2. The community of East Los Angeles, which is located near a VHFHSZ, combined with other projects in the region, would increase population and/or activities and potential ignition sources in an area of the County, which may increase the potential of a wildfire and/or increase the number of people and structures exposed to the risk of loss, injury, or death from wildfires. However, as addressed in Section 4.20.1.1, and above in Section 4.20.2.4, individual projects located within the unincorporated County would be required to comply with applicable fire and building codes, which include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific project and spreading to off-site vegetated areas. Further, any cumulative development located in FHSZs would be required to comply with vegetation clearance requirements, as outlined in the applicable fire and building codes. These codes also protect projects from wildfires that may occur in the area through the implementation of brush management and fuel management zones, ensuring adequate water supply, preparation of fire protection plans, and other measures. Further, with the exception of the Repetto Hills HMA in the northern portion of East Los Angeles, and another small HMA in West-Athens Westmont in the vicinity of I-5, the Project area is relatively flat to gently sloping, and it is not anticipated that related projects in combination with the Project would result in significant wildfire impacts related to slope, prevailing winds, downstream flooding or landslide, or slope instability. Finally, the Project buildout is not located within or near an SRA or within lands classified as a VHFHSZ; therefore, the Project's incremental contribution to exacerbation of wildfire risks would not be cumulatively considerable.

Threshold 4.20-3. As discussed above, the Project is not located within an SRA or a VHFHSZ and is located within a heavily urbanized environment, which has access to all necessary public serving infrastructure, including road and highway, electrical, wireless communication, and water/sewer, including fire hydrants. As discussed above, any related infrastructure facilitated by the Project, the FFTOD Specific Plan project, or other future projects located within County, would be subject to site plan and development plan review and would be required to comply with the CFC, California Building Code, and other relevant County Code requirements related to fire safety, construction, and fuel modification, as applicable. Therefore, the Project's incremental contribution to impacts related to 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 would not be cumulatively considerable.

Threshold 4.20-4. Development facilitated by the Project and related Project would be located within developed urban areas and would be limited to infill development/redevelopment across primarily paved, impervious surfaces,

which would not lead to substantial changes to the existing drainage patterns. Further, no recent fires have burned in the Project area, or immediately surrounding areas, which could contribute to a cumulative risk of post-fire slope instability or runoff. The Project and all other future projects located within the County, would be subject to site plan and development review and would be required to comply with the CFC and other relevant County Code requirements related to LID (including hydromodification), site design, and building construction. Therefore, the Project's incremental contribution to impacts related to exposure of 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, would not be cumulatively considerable.

Threshold 4.20-5: As discussed above, the fire and building codes applicable within the County include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific project development site and spreading to off-site vegetated areas, thereby exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project and other future projects located within the unincorporated County, would be subject to site plan and development review pursuant to the County Code, and would be required to comply with the CFC and other relevant County Code requirements related to fire safety, building construction, fire flow, access, and fuel modification. Therefore, the Project's incremental contribution to impacts related to the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, would not be cumulatively considerable.

4.20.2.6 Mitigation Measures

No mitigation measures are required.

4.20.2.7 Level of Significance After Mitigation

Threshold 4.20-1 The Project would have a **less than significant impact** related to the potential to substantially impair an adopted emergency response plan or emergency evacuation plan.

Threshold 4.20-2 The Project would have a **less than significant impact** related to the exacerbation of wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Threshold 4.20-3 The Project would have a **less than significant impact** related to 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.

Threshold 4.20-4 The Project would have a **less than significant impact** related to the exposure of 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.

Threshold 4.20-5 The Project would have a **less than significant impact** related to the expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

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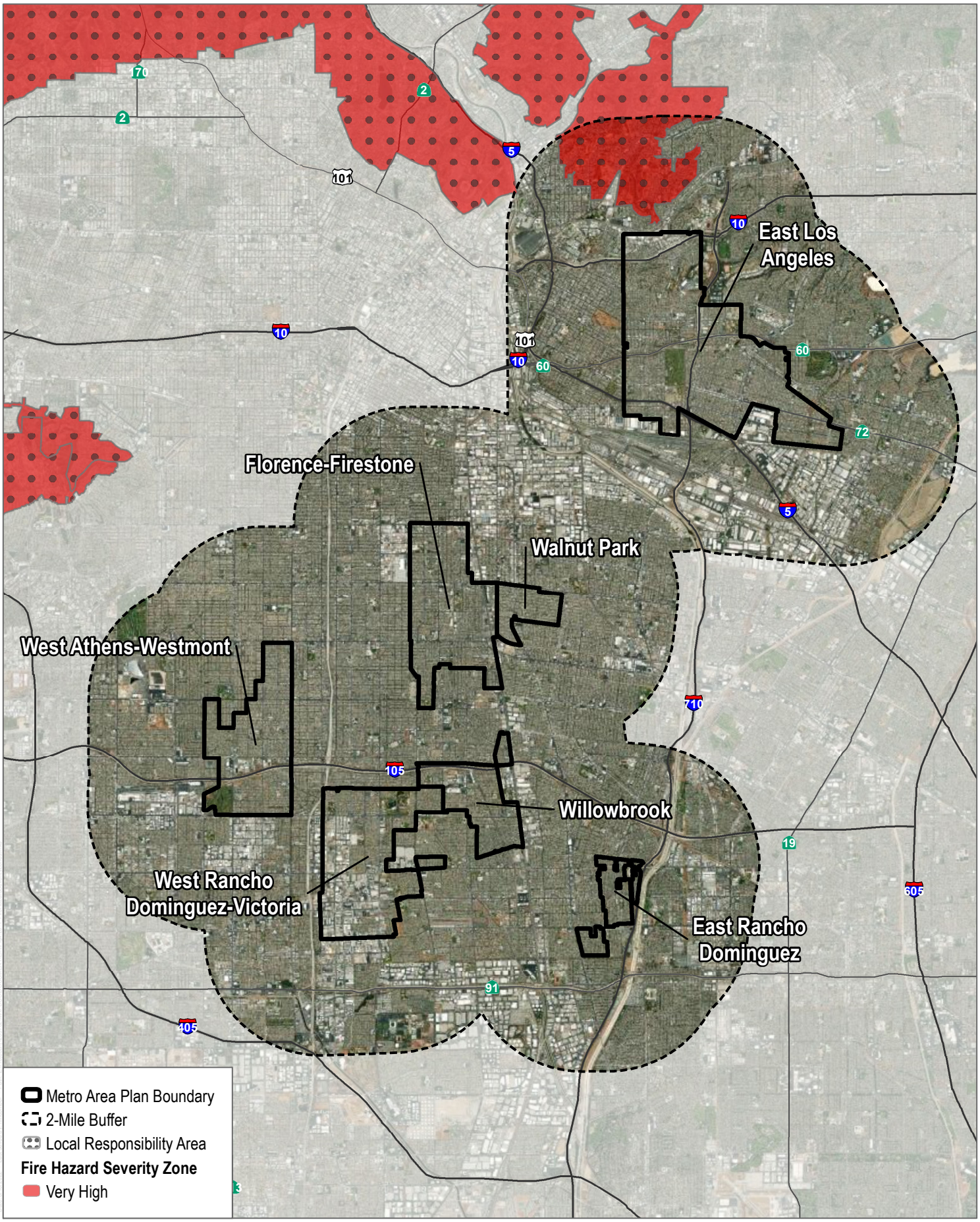

SOURCE: NAIP 2020; LA County 2021; Cal Fire 2007, 2021

DUDEK

0 5,500 11,000 Feet

FIGURE 4.20-1

Fire Hazard Severity Zones

Los Angeles County Metro Area Plan PEIR

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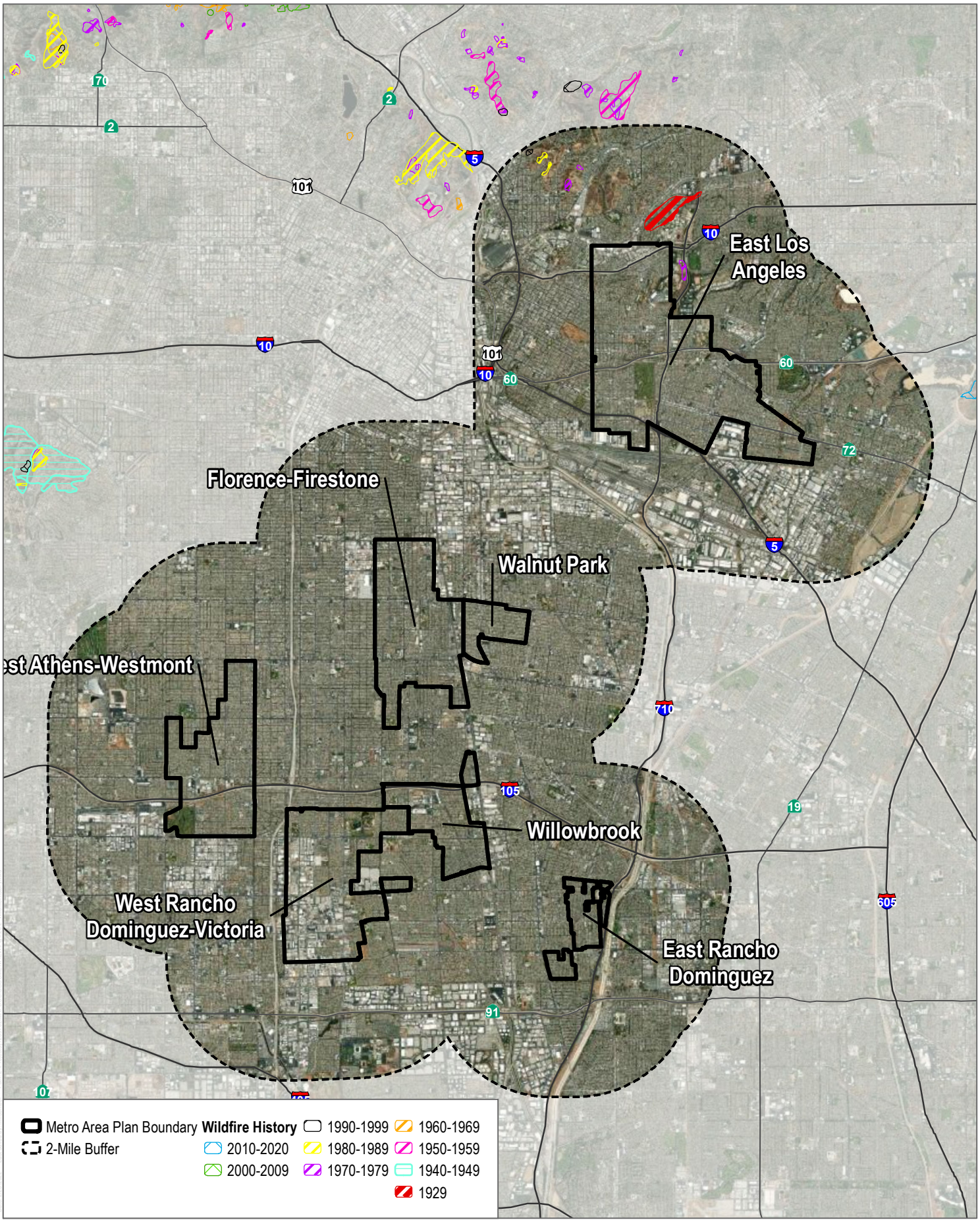

SOURCE: NAIP 2020; LA County 2021; Cal Fire 2021

DUDEK

0 5,500 11,000 Feet

FIGURE 4.20-2

Wildfire History

Los Angeles County Metro Area Plan PEIR

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5 Other CEQA Considerations

This Chapter of the Recirculated Draft Program Environmental Impact Report (PEIR) for the Los Angeles County Metro Area Plan (Metro Area Plan or Project) has been prepared in furtherance of the content requirements set forth in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2. As such, this Chapter discusses:

- Significant and Unavoidable Environmental Impacts (Section 5.1)
- Significant and Irreversible Environmental Effects (Section 5.2)
- Growth Inducement (Section 5.3)
- Potential Secondary Effects of Mitigation (Section 5.4)
- Effects Found Not to Be Significant (Section 5.5)

5.1 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires that a PEIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(c) states:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Implementation of the Project-specific mitigation measures identified in Chapter 4, Environmental Analysis, of this Recirculated Draft PEIR would reduce the environmental impacts associated with implementation of the Metro Area Plan. Mitigation set forth in this Recirculated Draft PEIR would apply to those discretionary projects that would be developed under the Metro Area Plan. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and mitigation measures, not all development projects would be subject to these requirements and potential impacts for some topics would be significant and unavoidable.

The environmental impacts that would result from anticipated future development under the Project would be significant and unavoidable for the following topics: air quality, biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems. The specific significant and unavoidable impacts are detailed below.

- **Air Quality:** Under Threshold 4.3-1, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could conflict with or obstruct implementation of the applicable air quality plan, and impacts would be significant and unavoidable. Under Threshold 4.3-2, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), and impacts would be significant and unavoidable. Under Threshold 4.3-3, even with implementation of MM-4.3-1 and MM-4.3-2, the Project

could expose sensitive receptors to substantial pollutant concentrations, and impacts would be significant and unavoidable.

- **Biological Resources:** Under Threshold 4.4-1, even with implementation of MM-4.4-1, the Project would have the potential to result in a substantial adverse effect indirectly through habitat modifications on plant species identified as a sensitive or special status species and impacts would be significant and unavoidable.

- **Cultural Resources:** Under Threshold 4.5-1, even with implementation of MM-4.5-1, the Project could indirectly cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5, and impacts would be significant and unavoidable. Under Threshold 4.5-2, even with implementation of MM-4.5-2, the Project could indirectly cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and impacts would be significant and unavoidable. Under Threshold 4.5-3, even with implementation of MM-4.5-3, the Project could indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be significant and unavoidable.

- **Hazards And Hazardous Materials:** Under Threshold 4.9-2, even with implementation of MM-4.9-1, the Project would have significant unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.

- **Noise:** Under Threshold 4.13-1, the Project has the potential to result in the generation of a substantial temporary and permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08). Construction noise impacts from reasonably foreseeable project construction activities, as well as operation noise would remain significant and unavoidable even with implementation of mitigation measures MM-4.13-1 and MM-4.13-2. Under Threshold 4.13-2, the Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration impacts from reasonably foreseeable project construction activities would remain significant and unavoidable even with implementation of mitigation measure MM-4.13-3.

- **Population and Housing:** Under Threshold 4.14-1, potential impacts related to substantial unplanned population growth would be significant and unavoidable and cumulatively considerable. No feasible mitigation measures pertaining to the impacts associated with substantial unplanned population growth are available to mitigate impacts of the Metro Area Plan.

- **Public Services:** Threshold 4.15-1(iv) (Parks), is assessed as Threshold 4.16-1 under Section 4.16, Recreation.

- **Recreation:** Under Thresholds 4.16-1 and 4.16-2, the Project has the potential to create future capacity or service level problems, and result in impacts related to the increase of existing neighborhood or regional parks such that substantial physical deterioration of the facility would occur or be accelerated. No feasible mitigation measures pertaining to the impacts associated service ratios and deterioration of existing facilities are available and impacts would be significant and unavoidable and cumulatively considerable.

- **Tribal Cultural Resources:** Under Threshold 4.18-1, even with implementation of MM-4.18-1, the Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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 impacts would be significant and unavoidable.

- **Utilities And Service Systems:** Under Threshold 4.19-1, the Project could require or result in the relocation or construction of new or expanded water, wastewater conveyance, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts related to infrastructure capacity would be significant and unavoidable. The incorporation of mitigation measures discussed throughout this Recirculated Draft PEIR would help reduce construction-related impacts, including: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Special-Status Plant Species), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Human Remains Discoveries), MM-4.5-4 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, no other feasible mitigation measures are available to reduce the significant impacts identified above. Under Threshold 4.19-2, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years; however, cumulative project development outside of the Project area would include projects within the MWD Water Shortage Emergency area and future cumulative development could be affected by continued water supply cutbacks from the Colorado River. As a result, cumulative project development reliant predominantly on surface water (i.e., State Water Project and Colorado River water) could potentially result in cumulatively considerable water supply impacts. Therefore, while Project level impacts would be less than significant, cumulative impacts for water supply would be significant and unavoidable.

5.2 Significant and Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the Project. Specifically, Section 15126.2(d) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- Irreversible damage from environmental accidents associated with the project;

- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the Project could result in significant and irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

5.2.1 Large Commitment of Non-Renewable Resources

Resources that would be consumed because of residential, commercial, and/or industrial development indirectly facilitated as a result of Metro Area Plan implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources (see Sections 4.6, Energy, and 4.19, Utilities and Service Systems of this Recirculated Draft PEIR). As concluded in Section 4.10, Hydrology and Water Quality, water use during Project construction would be limited to minor amounts of water required for various uses, such as concrete mixing and dust suppression. Water use would be minor to negligible when compared to the operational demands of the Project, as well as the operational demands of the surrounding land uses. With regard to building materials, the Project would be constructed with durable materials with a significant lifespan, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement during the Project's estimated operational lifespan. Furthermore, per California Green Building Standards Code (CALGreen) 65% of all demolition and construction materials must be recycled. This regulation would ensure that portions of the existing materials on site are reused. In the event that the Project were to be demolished at a future time, this regulation would ensure that a majority of the materials are recycled. In addition, construction activities related to the reasonably expected development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, use of such resources would not be unusual as compared to other construction projects and would not substantially affect the availability of such resources.

With respect to operational activities, compliance with applicable building codes would ensure that natural resources are conserved or recycled to the maximum extent feasible. It is also likely that in response to greenhouse gas (GHG) emissions reduction plans (including the County's Community Climate Action Plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the California Air Resources Board Scoping Plan) new technologies or systems will emerge, or will become more cost-effective or user-friendly, that will further reduce the reliance of facilitated Metro Area Plan development upon nonrenewable natural resources (refer to Section 4.8, Greenhouse Gas Emissions, for further discussion of applicable plans and specific GHG reduction mandates). However, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the Metro Area Plan due to population and activity increases. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time.

In addition to the above considerations, State and local laws and regulations would further reduce the Project's use of nonrenewable resources over time. Specifically, electricity consumed at the Project site would be increasingly sourced from renewable energy, pursuant to Senate Bill (SB) 100. SB 100, which passed in 2018, states that 44% of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. SB 100 also sets forth a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of

the retail sales of electricity to California and requires that achieving 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid or is not fulfilled through resource shuffling. As such, the Project's consumption of nonrenewable energy is anticipated to significantly decrease over time, as SB 100 is implemented statewide and overall nonrenewable energy consumption decreases.

Similarly, the vehicles that would travel to and from the Project would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle (see Section 4.6, Energy. for additional details). Furthermore, the County and State have policies in place to support decreased use of personal vehicles. As such policies are carried out, the number of vehicles traveling to and from the site may decrease over time.

In summary, implementation of the Project would involve irreversible environmental changes to existing natural resources, such as the commitment of energy and water resources as a result of the operation and maintenance of future development. However, the implementation of the Metro Area Plan would not involve wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would occur with new construction. New development indirectly facilitated as a result of Metro Area Plan implementation would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and local green building requirements, as discussed in Section 4.6, Energy. Therefore, the use of energy related to the Project would occur in an efficient manner.

5.2.2 Commitment to Future Uses

The Project is intended to guide regional level growth and development within the unincorporated communities of the Metro Planning Area. While no direct development is proposed as part of the Project, the implementation of Metro Area Plan land use changes, programs, and policies would accommodate future development (and redevelopment of previously developed areas). The Project would implement a target rezoning program to accommodate the development of 30,968 additional dwelling units, which are required to meet the County's 6th Cycle RHNA allocation. Additionally, the accommodation of development of approximately 106 additional ACUs within the Project area would occur on residential lots. The Project's proposed Industrial Program would allow for certain candidate parcels within the Project area to accommodate development of new clean industrial, small manufacturing and/or life sciences facilities. Candidate parcels identified for rezoning were selected using the following criteria: sites considered to be "undervalued" (i.e., industrial sites that have an assessed improvement to land value ratio less than 1); sites identified as cleanup sites or hazardous waste sites, and sites within 500 feet of residential uses.

As the Project would rezone and redesignate existing residential and industrial uses to accommodate potential development of additional residential, ACU, or industrial uses within zones generally already zoned for these uses, the Project would not appreciably change the uses of the site such that would commit future generations. For example, the target rezoning program would accommodate additional dwelling units in areas that already contain residential uses. Additionally, as detailed in Chapter 3, Project Description, ACUs are already part of the cultural fabric in many Project area communities, and accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods. The rezoning and redesignation of residential and industrial zones is consistent with the County's Housing Element approved Housing Element Update and would consider environmental justice and equity to set forth land uses and policies that address topics such as: the need for affordable housing; strategies to reduce vehicle miles traveled and improve air quality; economic development,

mitigation of industrial-related environmental hazards; preservation of culturally significant landmarks and community practices, and strategies to facilitate and support community-serving green spaces in urban areas. In addition, the proposed Industrial Program includes additional research and outreach to property owners of candidate parcels for industrial rezoning. Furthermore, because the Project would be implemented in areas that are developed and urbanized portion, it would not commit future generations to new urban land uses. The development or redevelopment of underutilized parcels would result in changes to the current land uses in a manner that is consistent with the County's General Plan goals and policies (see Section 4.11, Land Use and Planning, of this Recirculated Draft PEIR) and with the County's CCAP (see Section 4.8, Greenhouse Gas Emission). Such development is commonplace and encouraged in areas near urban centers and transit nodes and would not result in primary and secondary impacts that would generally commit future generations of people to similar uses.

5.2.3 Irreversible Damage from Environmental Accidents

The land uses that would be developed under the Project include new/expanded residences through the implementation of the Housing Element Update, new/expanded clean industrial activities on select candidate parcels within existing industrial zoned areas (through the implementation of the Industrial Program), and new commercial uses within corner lots in existing residentially-zoned parcels. As discussed in Section 4.9, Hazards and Hazardous Materials, short-term construction activities associated with implementation of these land uses would temporarily increase the regional transport, use, storage, and disposal of hazardous materials and petroleum products commonly used in construction (e.g. diesel fuel, paints, lubricants, solvents, and cement products containing strong basic or acidic chemicals). Demolition and construction activities associated with future development facilitated by the Project could result in the disturbance of hazardous materials. Numerous federal, State and local regulations exist that require strict adherence to specific guidelines regarding the use, transportation, and disposal of hazardous materials. Regulations that would be required of those transporting, using or disposing of hazardous materials include the Resource Conservation and Recovery Act (RCRA), which provides the 'cradle to grave' regulation of hazardous wastes; Comprehensive Environmental Response, Compensation, and Liability Act, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; California Code of Regulations Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; California Code of Regulations Title 27, which regulates the treatment, storage and disposal of solid wastes; and the County Consolidated Fire Code, which regulates hazardous materials and hazardous substance releases. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

Businesses are required to strictly adhere to the federal, state, and local rules and regulations regarding the transport, use and disposal of hazardous materials, which would minimize the risk of potential damage from environmental accidents.

Long-term operations of these land uses would be generally associated with sustained, expanded use of household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products). Some industrial uses, such as biotechnology research laboratories or other industrial uses allowed under the LSP and M-0.5 zones, could also involve routine transport, use, and disposal of certain hazardous materials and wastes unique to the specific land use. Although it is anticipated that implementation of the Industrial

Program would reduce the routine use of hazardous materials in the Project area, the exact nature of future occupants cannot be known at this time. Hazardous materials in various forms can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Varying quantities of hazardous materials are manufactured, used, or stored at facilities in the Project Area, from manufacturing facilities to local dry-cleaning establishments or gardening supply stores. Hazardous materials come in the form of explosives, corrosives, flammable and combustible substances, poisons, and radioactive materials.

Prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Division of Building and Safety, which is responsible for the review of permit applications and determination of compliance with all applicable regulations and the Building Code. Hazardous material assessment of asbestos and lead-based paint and, if necessary, abatement is required under local regulations, specifically OSHA, Cal/OSHA, California Department of Public Health, and SCAQMD Rule 1403. Certain universal wastes (batteries, lamps and light ballasts, and mercury-containing equipment) are required to be managed and disposed of under California Code of Regulations Title 22, Section 66273.33 and Title 40 CFR. Hazardous wastes in major appliances, including PCBs, refrigerants, oils, and circuit boards, must be removed before major appliances are recycled or disposed of in accordance with California Health and Safety Code Section 25212. Lastly, PCBs in building materials are regulated under the Toxic Substances Control Act. Adherence to these rules prior to and during demolition of existing buildings and structures would ensure proper handling and disposal of hazardous building materials and appliances. Adherence to the County's permitting process and compliance with applicable laws related to asbestos-containing materials, lead-based paint, and/or PCBs rules prior to and during demolition of existing buildings and structures would limit public exposure to hazardous materials and would ensure that no significant hazards due to reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment would occur.

However, unknown contamination may be present within soils and/or groundwater beneath currently developed properties. Given the age of some developed properties within the Project area, information about the details of historic property uses, potential leaks from historic underground storage tanks, soil contamination from spills or leaking pipelines, improper disposal of hazardous materials, and/or accidental spills, may not be able to be known for certain. The potential to encounter unknown soil contamination from petroleum hydrocarbons (e.g. oil and gas), agricultural chemicals (e.g. pesticides, herbicides, insecticides), solvents, heavy metals (e.g. lead, arsenic, cadmium, chromium, mercury) and/or soil vapor from volatile organic compounds (VOCs) or other unknown contaminants, could pose a hazard to construction workers or other nearby sensitive uses if construction activities were to expose contaminated conditions. Because the implementation of the Metro Area Plan will almost exclusively result in redevelopment of existing previously developed properties, including properties that contain industrial land uses, the potential for encountering unknown soil contamination and/or soil vapor conditions during construction activities may occur and could result in significant hazards to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials or waste into the environment through future site development under the Metro Area Plan. Therefore, site investigations to identify potential areas of contamination are critical to ensuring that the County's permitting process is effective in avoiding hazards associated with upset or accident conditions. In order to reduce potential hazards associated with construction activities on properties with known or unknown contamination, MM-4.9-1, Environmental Site Assessment (ESA), is required. MM-4.9-1 requires that the County consider all potential impacts related to hazardous conditions at a future project site and if necessary, require preparation of a Phase I ESA and potentially additional site investigations to the County for review and approval prior to the issuance of a permit. Any required site investigations and remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit,

the Applicant shall provide the County Department of Public Works, Building and Safety with written documentation from the overseeing environmental agency that states the proposed site development is safe.

While investigations into potential contamination and subsequent site remediation are common requirements for infill development and redevelopment of industrial properties, these measures do not ensure that all impacts from future projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the Metro Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable Metro Area Plan goals and policies, and MM-4.9-1, potential impacts related to the creation of a significant hazard to the public or the environment due to hazards associated with contaminated sites would be significant and unavoidable because it is not possible to ensure the successful avoidance of all hazards associated with upset or accidental conditions where new development may occur.

5.2.4 Consumption of Resources Justified

While the Project would increase resource consumption during construction and operation, the Project would also result in benefits related to long-term resource consumption in the region. According to the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, the County will continue to experience growth in population, jobs, and housing. The Metro Area Plan aims to build off the character and existing assets of each of the seven unincorporated communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The Project would implement zoning recommendations from the recently approved Housing Element Update and would consider environmental justice and equity to set forth land uses and policies that address topics such as: the need for affordable housing; strategies to reduce vehicle miles traveled and improve air quality; economic development, mitigation of industrial-related environmental hazards; preservation of culturally significant landmarks and community practices, and strategies to facilitate and support community-serving green spaces in urban areas. The Project would facilitate the development of future housing to be in closer proximity to existing jobs, thereby facilitating a more balanced jobs-housing profile, and would facilitate ACUs and potential industrial rezoning (through the proposed Industrial Program) to be in closer proximity to existing and future housing in the Project area. The Project would help accommodate growth within existing developed areas, as opposed to accommodating growth through development in previously undeveloped areas. The latter development pattern generally results in permanent loss of naturalized lands and open space, as well as increased fossil fuel consumption attributable to longer commuting distances and lack of transit options. While the Project would result in some irretrievable commitment of nonrenewable resources, it would also help accommodate growth in a manner that would reduce irreversible environmental changes in the region. For these reasons, the irretrievable commitment of resources attributable to the Project would not be significant.

5.3 Growth-Inducing Impacts

CEQA requires a discussion of ways in which the Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or results in the construction of additional housing, either directly or indirectly, in the surrounding environment (14 CCR 15126.2(e)). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's

potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors.

Direct growth-inducing impacts are commonly associated with the extension of new public services, utilities, and roads into areas that have previously been undeveloped. The extension of such infrastructure into a non-serviced area can represent the elimination of a growth-limiting factor, thereby inducing growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities and ultimately resulting in an increase in the pace of development or the density of the existing surrounding development. Indirect growth-inducing impacts include an increased demand for housing, commodities, and services that new development causes or attracts by increasing the population or job growth in an area.

As discussed in Section 4.14, Population and Housing, the purpose of the Project is to guide rezoning and redevelopment in the unincorporated areas of the Metro Planning Area—specifically, regarding residential, clean industrial, and ACU-related growth. The Project is anticipated to indirectly induce growth through the removal of obstacle to additional growth and development, such as allowing increased density to occur in residential areas and new development in industrial area in accordance with new land use regulations and the proposed Industrial Program. However, the Project does not propose any specific infrastructure improvements that would result in growth. The Project does not approve the construction of specific development projects and would largely accommodate growth based on market conditions. However, it would allow increased development intensity and/or a more inclusive mix of land uses compared to existing conditions. Therefore, the Project removes regulatory obstacles to growth, and is considered to be growth-inducing.

The rezoning program associated with the Project would increase the number of dwelling units that could occur under buildout conditions and accommodate a greater population than was envisioned for the General Plan. Additionally, it would increase commercial activity and crew new jobs in the Project area through ACU development and would increase the development of new clean industrial, small manufacturing, and/or life sciences facilities (through the implementation of the Industrial Program), which would create new jobs. These new jobs could potentially lead to future employees moving into the Project area to be proximate to their jobs, therefore increasing the population. Therefore, the Metro Area Plan would have indirect growth-inducing effects, as analyzed throughout this Recirculated Draft PEIR.

As discussed in Section 4.15, Public Services, as the Project area continues to develop, it would require further commitment of public services that could include fire protection, law enforcement, public schools, public recreation, and other services as appropriate. Future development in the Project area would require an increased commitment to public services that would be considered a long-term commitment in order to maintain a desired level of service. This is considered a growth-inducing impact.

As the population grows and occupies new dwelling units, these residents would seek shopping, entertainment, employment, home improvement, vehicle maintenance, and other economic opportunities in the surrounding area. This would facilitate the purchase of economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses. This need for goods and services would partially be met by the proposed ACU and clean industrial development, but not fully. This is considered a growth-inducing impact.

However, approval of the Project would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment. Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. As discussed in Chapter 3, Project Description, the Project is intended to guide regional level growth and development within the unincorporated communities of

the Metro Planning Area. The Project would consolidate regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations. While no direct development is proposed as part of the Project, the implementation of Metro Area Plan land use changes, programs, and policies would accommodate future development (and redevelopment of previously developed areas).

Pressures to develop in the surrounding cities may derive from regional economic conditions and market demands for housing, commercial, office and industrial land uses that may be directly or indirectly influenced by the Project. Although the Project does not include approval of physical development, it creates additional development capacity in the Project area compared to existing conditions. Much of this development capacity is either available under existing conditions or is limited to targeted areas. Furthermore, development projects would be induced more by market demands than by new development capacity created by land use changes included in the rezoning program. However, because approval of the Project would ultimately result in subsequent projects that would have their own environmental impacts—including potentially significant impacts—the Project is a growth-inducing action.

5.4 Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines states that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but, in less detail, than the significant effects of the project as proposed." With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the proposed mitigation measures, listed by environmental issue area.

5.4.1 Air Quality

MM-4.3-1 (Construction Emissions) requires pollutant reductions from equipment exhaust and PM associated with fugitive dust, as well as other construction-related pollutants. MM-4.3-1 includes measures such as requiring off-road equipment with engines rated at 50 horsepower or greater to use equipment rated by the USEPA as having Tier 4 emission limits or better, use alternative fuel equipment, provide for electric vehicle charging, provide traffic controls, avoidance of sensitive receptors, minimizing dust, and using super-compliant VOC paints. MM-4.3-2 (Operational Emissions) includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors. These mitigation measures require use of cleaner equipment or dust suppression measures that would not result in physical changes in the environment that could result in significant secondary impacts. Implementation of these measures would have beneficial impacts on reducing air quality impacts and would not result in adverse secondary impacts.

5.4.2 Biological Resources

MM-4.4-1 (Sensitive Species) requires that the County determine whether a proposed future project would construct upon fully or partially undeveloped areas that could support southern tarplant and/or lucky morning glory. A habitat assessment must be prepared and surveys for the species conducted if suitable habitat is present. If either of the two species are present, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts, and may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the

continued existence of the species within the County. This measure would not result in environmental impacts or in physical changes in the environment because it would require avoidance or mitigation for a plant species. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

5.4.3 Cultural Resources

MM-4.5-1 (Historic Architectural Resources) requires that prior to approval of future project-specific developments that involve demolition or alterations to a building(s) over 45 years old, that the properties would be evaluated in accordance with professional standards to assess potential impacts to historical resources. If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources If a future project involves material impairment or demolition of historical resource(s), the project applicant must incorporate design changes or other measures to reduce or avoid impacts. This measure would not result in environmental impacts or in physical changes in the environment because it would require avoidance of impacts or preservation of structures. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

MM-4.5-2 (Archaeological Resources) requires that known archaeological resources are appropriately considered prior to implementation of any future project-specific activities, and if impacts could occur, would require that resources are appropriately evaluated and treated. An Archaeological Resources Work Plan (ARWMP) could be required, construction worker archaeological resources sensitivity training must be conducted, monitoring would be required in accordance with the ARWP, and protocols for archaeological resources discoveries must be followed. This measure would not result in environmental impacts or in physical changes in the environment because it would require avoidance of resources, monitoring, reporting, collection, and/or curation of resources. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

MM-4.5-3 (Paleontological Resources) requires a records search to identify locations of potential significant paleontological resources and further evaluation of potential project impacts If potential impacts to paleontological resources are identified, additional requirements may include a pedestrian survey, construction worker paleontological resources sensitivity training, monitoring, and resources discoveries protocols and documentation. This measure would not result in environmental impacts or in physical changes in the environment because it would require avoidance of resources, monitoring, reporting, collection, and/or curation of resources. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

5.4.4 Hazards and Hazardous Materials

MM-4.9-1 (Environmental Site Assessment) requires projects to be evaluated for potential to result in impacts related to hazards. If potential impacts could result, applicants may be required to provide a Phase I Environmental Site Assessment and potentially additional site investigations to the County for review and approval prior to the issuance of a permit. At the time of the County's final inspection, the registered design professional must furnish a signed statement attesting that the building or structure has been constructed in accordance with the engineer's recommendations to address any hazards or contamination conditions. This measure would not result in environmental impacts or in physical changes in the environment because it would require identification of hazards and addressing any recognized environmental conditions in accordance with all applicable agency requirements and oversight. Additional investigations or restrictions to site development may be required to ensure the site is appropriate for redevelopment. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

5.4.5 Noise

MM-4.13-1 (Commercial/Industrial/Mixed-Use/Accessory Commercial Units (ACUs) Operational Noise) would help limit operational noise at surrounding sensitive receptors through the use of quieter equipment, insulation, or other permanent noise control features. This measure would not result in environmental impacts or in physical changes in the environment. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts. Similarly, MM-4.13-2 (Construction Noise) and MM-4.13-3 (Construction Vibration) would help reduce construction-related noise and vibration. These requirements to reduce potential impacts related to the noise during construction and are short-term in nature. The equipment required, such as noise barriers and distancing construction equipment from sensitive receptors, would not result in environmental impacts or in physical changes in the environment and measures could require use of alternative equipment or engine covers/shrouds that would avoid significant noise impacts. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

5.4.7 Tribal Cultural Resources

MM-4.18-1 (Tribal Cultural Resources) requires obtaining a NAHC Sacred Land Files Search and compliance with AB-52 requirements. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. MM-4.18-1 requires that if an archaeological resource that is Native American in origin is discovered, the County must provide notification of both the discovered resource and the Project location to California Native American tribe that has requested notice. Further, MM-4.18-1 requires that in the event of an inadvertent discovery of resources, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, requirements set forth in MM-4.5-2 such as tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe, which would not result in environmental impacts or in physical changes in the environment. As such, implementation of this mitigation measure would not result in adverse long-term secondary impacts.

5.4.8 Utilities and Service Systems

As demonstrated throughout this Recirculated Draft PEIR, future construction-related impacts associated with potential infrastructure upgrades would be reduced with the incorporation of mitigation measures. As such, the following mitigation measures would apply for future construction activities: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Special-Status Plant Species), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Human Remains Discoveries), MM-4.5-4 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). As discussed above, the implementation of these mitigation measures would not result in adverse long-term secondary impacts.

5.5 Impacts Found Not to Be Significant

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not

discussed in detail in the Recirculated Draft PEIR. Based on the analysis contained in the Recirculated Draft PEIR and as listed in Table ES-1 in the Executive Summary of this Recirculated Draft PEIR, the following environmental effects were found to be less than significant: Aesthetics, Agriculture and Forestry, Energy, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Transportation, and Wildfire.

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6 Alternatives to the Proposed Project

6.1 Introduction

The California Environmental Quality Act (CEQA) requires that environmental impact reports (EIRs) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6[a]). As required by CEQA, this chapter of the Recirculated Draft PEIR evaluates alternatives to the Project and compares the potential impacts of each alternative with the Project's potential impacts.

Pursuant to Section 15126.6(b) of the CEQA Guidelines, project alternatives should be selected based primarily on the ability of the alternatives to reduce significant impacts of the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." Additionally, an EIR need not consider every conceivable alternative to a project, but rather the range of alternatives should be governed by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed (CEQA Guidelines Section 15126.6[f]).

In selecting project alternatives for analysis, the potential alternatives should be feasible. CEQA Guidelines Section 15126.6(f)(1) states:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...

CEQA Guidelines require the analysis of a "No Project" Alternative and an evaluation of alternative location(s) for the project, if feasible. Of the alternatives analyzed in an EIR, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e](2).

As such, this Recirculated Draft PEIR includes the analysis of the following three alternatives to the proposed Project:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Elimination of Accessory Commercial Units (ACUs)
- Alternative C – Housing Element/RHNA Only

6.2 Project Objectives

CEQA Guidelines Section 15124(b) requires an EIR to include a statement of objectives sought by the Project, including the underlying purpose of the Project. As described in Chapter 3, Project Description, of this Recirculated Draft PEIR, the Project's statement of objectives is defined below:

> The Metro Area Plan aims to build off the character and existing assets of each of the seven unincorporated communities by identifying opportunities for equitable and sustainable investment

while addressing issues and concerns voiced by community members. A primary goal of the proposed Project is to consolidate regulations that currently exist across multiple sections of the Zoning Code and to simplify and streamline land use and zoning regulations in the Project area. The Project would implement zoning recommendations from the recently approved General Plan Housing Element 2021-2029 (Housing Element) and considers environmental justice and equity to set forth land uses and policies that address topics such as: the need for affordable housing; strategies to reduce vehicle miles traveled and improve air quality; economic development; reductions to industrial-related environmental hazards; identification of culturally significant landmarks and community practices; and strategies to facilitate and support community-serving green spaces in urban areas. In conjunction with the General Plan, the Metro Area Plan would serve as the primary planning document for the Project area.

In addition to the above statement, the following Project Objectives have been established to assist the County in developing a reasonable range of alternatives to be evaluated in the Recirculated Draft PEIR.

1. Advance smart growth principles to create communities that are more sustainable where people of all ages can live, work, play, and run errands without the burden of car ownership.
2. Provide for a diversity of neighborhoods, residential densities, safe and sanitary housing types, healthy food options, recreation, public facilities, and shopping/commercial services to meet the needs of the communities.
3. Provide a safe, reliable, equitable, and sustainable transportation network to encourage walking, biking, transit, and other nonautomotive travel to enhance public health and safety. A decrease in vehicle miles traveled and corresponding reduction in greenhouse gas emissions would improve air quality.
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. Support design elements to improve land use compatibility between industrial and residential land uses that are in close proximity to each other.
5. Further opportunities to preserve and enhance existing cultural and historic resources that are important to the local community by documenting existing historic context and resources.
6. Incorporate the proposed land use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels.
7. Increase opportunities for local-serving and small commercial businesses to be located near their local customer base.

6.3 Summary of Environmental Impacts

As presented in prior chapters of this Recirculated Draft PEIR, the Project would result in significant and unavoidable impacts after implementation of all mitigation measures, as summarized in Table 6-1 below.

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.1. Aesthetics	4.1-1	N/A	Less Than Significant
	4.1-2	N/A	Less Than Significant
	4.1-3	N/A	No Impact

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
	4.1-4	N/A	Less Than Significant
	4.1-5	N/A	Less Than Significant
4.2. Agriculture and Forestry	4.2-1	N/A	Less Than Significant
	4.2-2	N/A	Less Than Significant
	4.2-3	N/A	No Impact
	4.2-4	N/A	No Impact
	4.2-5	N/A	Less Than Significant
4.3. Air Quality	4.3-1	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-2	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-3	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-4	N/A	Less Than Significant
4.4. Biological Resources	4.4-1	MM-4.4-1	Significant and Unavoidable
	4.4-2	N/A	No Impact
	4.4-3	N/A	Less Than Significant
	4.4-4	N/A	Less Than Significant
	4.4-5	N/A	Less Than Significant
	4.4-6	N/A	Less Than Significant
	4.4-7	N/A	No Impact
4.5. Cultural Resources	4.5-1	MM-4.5-1	Significant and Unavoidable
	4.5-2	MM-4.5-2	Significant and Unavoidable
	4.5-3	MM-4.5-3	Significant and Unavoidable
	4.5-4	MM-4.5-4	Less Than Significant
4.6. Energy	All	N/A	Less Than Significant
4.7. Geology and Soils	All	N/A	Less Than Significant
4.8. Greenhouse Gas Emissions	All	N/A	Less Than Significant
4.9. Hazards and Hazardous Materials	4.9-1	N/A	Less Than Significant
	4.9-2	MM-4.9-1	Significant and Unavoidable
	4.9-3	N/A	Less Than Significant
	4.9-4	N/A	Less Than Significant
	4.9-5	N/A	Less Than Significant
	4.9-6	N/A	Less Than Significant
	4.9-7	N/A	Less Than Significant
	4.9-8	N/A	Less Than Significant
4.10. Hydrology and Water Quality	All	N/A	Less Than Significant
4.11. Land Use and Planning	All	N/A	Less Than Significant

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.12. Mineral Resources	All	N/A	Less Than Significant
4.13. Noise	4.13-1	MM-4.13-1 and MM-4.13-2	Significant and Unavoidable
	4.13-2	MM-4.13-3	Significant and Unavoidable
	4.13-3	N/A	Less Than Significant
4.14. Population and Housing	4.14-1	No Feasible MM	Significant and Unavoidable
	4.14-2	N/A	Less Than Significant
4.15. Public Services	4.15-1	No Feasible MM (Parks Only)	Significant and Unavoidable
4.16. Recreation	4.16-1	No Feasible MM	Significant and Unavoidable
	4.16-2	No Feasible MM	Significant and Unavoidable
	4.16-3	N/A	Less Than Significant
	4.16-4	N/A	No Impact
4.17. Transportation	All	N/A	Less Than Significant
4.18. Tribal Cultural Resources	4.18-1	MM-4.18-1	Significant and Unavoidable
4.19. Utilities and Service Systems	4.19-1	MM-4.3-1, MM-4.4-1, MM-4.5-1, MM-4.5-2, MM-4.5-3, MM-4.5-4, MM-4.9-1, MM-4.13-2, MM-4.13-3, and MM-4.18-1	Significant and Unavoidable
	4.19-2	N/A	Less Than Significant[1]
	4.19-3	N/A	Less Than Significant
	4.19-4	N/A	Less Than Significant
	4.19-5	N/A	Less Than Significant
4.20. Wildfire	All	N/A	Less Than Significant

1. Under Threshold 4.19-2 in Section 4.19 of this Recirculated Draft PEIR, Project level impacts related to water supply would be less than significant; however, cumulative impacts for water supply would be significant and unavoidable.

Consistent with CEQA, the analysis presented in this chapter considers a reasonable range of alternatives to the proposed Project and evaluates their comparative environmental impacts. The selection of alternatives and their discussion must "foster informed decision making and public participation" (CEQA Guidelines Section 15126.6[a]). Therefore, this chapter identifies potential alternatives to the proposed Project and evaluates them, as required by CEQA.

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (further described in Section 6.2, Project Objectives) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also CEQA Guidelines Section 15091).

6.4 Alternatives Considered and Eliminated During the Planning Process

CEQA Guidelines Section 15126.6(c) recommends that an EIR identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. With regard to feasibility, CEQA Guidelines Section 15126.6(f)(1) states, "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plan or regulatory limitations, jurisdictional boundaries, and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site." Two alternatives for the Project were considered, but ultimately rejected from further analysis, consistent with Section 15126.6(c) of the CEQA Guidelines. A description of the potential alternatives considered, but not carried forward, and the rationale for rejection is provided below.

6.4.1 Accessory Commercial Units Within All Residential Zones

Accessory Commercial Units (ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets, cafes, or in-home businesses, within residential-only zones. Although not always formally recognized by the County, ACUs already exist in many Project area communities. Accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods. During the initial stages of the planning process for the Metro Area Plan, an early draft included a policy that would allow for an ACU on each residentially-zoned property. A preliminary consideration was that ACUs should become permitted across any residential neighborhood in the Metro Planning Area, and depending on location, each residential property would fall under one of three potential tiers.

- **Tier 1: Any residential lot.** Because of their immediate adjacency to homes, these lots would be restrained by the greatest limits to commercial development (via hours of operation, footprint of ACU, and number of employees. Restaurants and food preparation would not be permitted).
- **Tier 2: At corner lots.** Because of their visibility at centralized locations within neighborhoods, these lots are opportune for neighborhood-serving commercial uses but can offer more flexibility to commercial development than the category above. Compared to Tier 1, Tier 2 parcels could allow food preparation and restaurants/cafes via a Conditional Use Permit (CUP).
- **Tier 3: Lots within 500 feet of existing commercial uses.** Because of their natural proximity to existing commercial uses, these lots should have the most flexibility for commercial development. Alcohol sales could be considered via a CUP. Tier 3 parcels would also have the longest hours of operation, largest allowed footprint, and increased number of employees.

This draft proposal for ACUs was later revised to reflect the current Metro Area Plan proposal, as described in Chapter 3 of this Recirculated Draft PEIR. The Project's proposed policies and programs related to ACUs on corner lots only are anticipated to result in 106 new ACUs, and 176 new ACU related jobs (see Section 2.2, Accessory Commercial Units [ACU] Buildout Methodology, in Appendix B-3, Buildout Methodology, of this Recirculated Draft PEIR for details regarding projected ACU development). The currently proposed Metro Area Plan does not allow for ACUs on every residential property because it was determined that would be too disruptive to the current character of the established residential communities. Therefore, this initially considered proposal was not carried forward into

the Metro Area Plan. Further, it was not considered to be an alternative considered in this Recirculated Draft PEIR because it would result in more significant environmental impacts related to reasonably foreseeable construction activities in residential areas, as well as reasonably foreseeable long-term operational noise impacts.

6.4.2 Reduced Housing Development (Not Feasible)

This Recirculated Draft PEIR concludes that several significant and unavoidable impacts would result from the reasonably foreseeable development that would occur from implementation of the Metro Area Plan and its associated land use and program changes. Most of the growth associated with the Metro Area Plan would be generated by the implementation of the recently adopted Housing Element within the Project area. The Metro Area Plan would implement land use and zone changes to accommodate development of approximately 30,968 dwelling units within the Project area, which are required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) allocation.[1,2] The accommodated residential development would result in approximately 108,390 Project area residents. The proposed rezoning is illustrated in Figures 3-1a, 3-1b, and 3-1d through 3-1g, Proposed Zoning, while the proposed General Plan land use redesignations are illustrated in Figures 3-2a through 3-2e, Proposed General Plan Land Use, in Chapter 3 of this Recirculated Draft PEIR. [3]

Because Section 15126.6(c) of the CEQA Guidelines mandates that "the range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects," the reduction of the number of dwelling units that would be facilitated by the Metro Area Plan would be an appropriate means of reducing significant impacts. All significant and unavoidable impacts of the Metro Area Plan outlined in Table 6-1, above, would be incrementally reduced by a reduction in the housing unit capacity at buildout..

However, a potential alternative that would diminish the capacity of the Metro Planning Area to accommodate 30,968 housing units was determined to be infeasible because implementation of the Housing Element and RHNA requirements is mandated by the State of California and must be implemented. The California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's council of governments (COG), which is the Southern California Association of Governments (SCAG) for the County of Los Angeles. HCD starts with demographic population information from the California Department of Finance and uses a formula to calculate a figure for each region of the state. Once HCD and the COG have agreed to a region's assessment figure (the amount of housing that must be planned for), the COG takes over and is responsible for allocating the housing need amongst all of the jurisdictions (cities/counties) within that region. The COG does this in a Regional Housing Need Allocation Plan (HCD 2022). All jurisdictions are required to plan for their RHNA allocation and there are penalties from the state for not accommodating the required allocation of housing.

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1 The 30,968 units include 9,523 dwelling units within the Florence-Firestone Transit Oriented District (FFTOD) Specific Plan area, as well as 21,445 units in other Project area communities. The FFTOD Specific Plan EIR was approved by the County Board of Supervisors on February 7, 2023, and that EIR analyzed the RHNA allocation of housing units within the Florence-Firestone community. Nevertheless, the Recirculated Draft PEIR continues to evaluate the impacts of the Metro Planning Area's entire RHNA allocation set forth in the Housing Element, which includes the community of Florence Firestone.

2 In addition to the parcels identified in the Housing Element, the County has proposed to rezone and redesignate three additional parcels to accommodate housing. These parcels are Assessor's Parcel Number (APN) 6202003023 in Walnut Park, APN 6181029033 in East Rancho Dominguez, and APN 6130008046 in West Rancho Dominguez-Victoria. These sites are reflected in the dwelling unit and population estimates provided in Table 3-4, Population and Housing Buildout for the Project Area, in Chapter 3 of this Recirculated Draft PEIR.

3 Recently implemented land use and zone changes for RHNA parcels in Florence-Firestone are included on Figure 2-3c, Existing General Plan Land Use, Florence-Firestone and Figure 2-4c, Existing Zoning, Florence-Firestone.

Therefore, the amount of housing anticipated through the implementation of the Metro Area Plan would satisfy the requirements of the Housing Element/RHNA and cannot be feasibly reduced, even if such reductions would reduce or eliminate significant environmental impacts.

6.4.3 Alternative Locations for Housing (Not Feasible)

This Recirculated Draft PEIR analyzes the environmental impacts of the implementation of the Metro Area Plan, which is mandated by the County's General Plan and is site-specific to the Planning Area. As discussed above, the Project would implement land use and zone changes within the unincorporated communities within the Metro Planning Area to accommodate the state-mandated RHNA allocation for the County, as identified by the Housing Element (County of Los Angeles 2022b). Sites selected for rezoning/redesignation in the Project area were previously identified by the Housing Element's adequate sites analysis (County of Los Angeles 2022d). As the County is required to implement the Housing Element pursuant to state law, including the adequate sites program. As such, consideration of alternative locations for the implementation of the Metro Area Plan is not feasible.

6.5 Alternatives Selected for Further Analysis

This section discusses a reasonable range of alternatives to the proposed Project, including a no project alternative in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Elimination of Accessory Commercial Units (ACUs)
- Alternative C – Housing Element/RHNA Only

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained.

Table 6-2 below shows the existing conditions (i.e., 2022) and projected 2035 housing, population, and employment projections for the Project area under each of the alternatives evaluated.

Table 6-2. Housing, Population, and Employment Projections

Existing Conditions (2022)						
Housing*		**Population**		**Jobs**		
77,623		303,045		56,232		
Alternatives (2035)						
	Buildout in 2035			**Percent Change (2022-2035)**		
Condition	**Housing***	**Population**	**Jobs**	**Housing***	**Population**	**Jobs**
Metro Area Plan (Project)	110,738	418,951	107,269	42.66%	38.25%	90.76%
Alternative A (No Project)	94,393	306,893	103,578	21.60%	1.27%	84.20%
Alternative B	110,738	418,951	107,093	42.66%	38.25%	90.45%
Alternative C	110,738	418,951	103,578	42.66%	38.25%	84.20%

Sources: County of Los Angeles 2014a; 2014b; 2021; 2022a; 2022b; 2022c; 2022d; Tran 2022; U.S. Census 2022a; 2022b

Notes: "—" = not applicable
* Housing is expressed in dwelling units

6.5.1 Alternative A – No Project/Buildout According to Adopted Plans

6.5.1.1 Description of the Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As specified in CEQA Guidelines Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the no project alternative, as required by the CEQA Guidelines, would analyze the effects of development consistent with implementation of the General Plan and existing land use/zoning.

Under Alternative A, the Project area would continue to develop in accordance with the County's General Plan existing land use designations and zoning, as well as in accordance with General Plan Amendments that have occurred since the adoption of the General Plan. Table 6-3, Alternative A: Existing Planned Buildout Projections, details the General Plan's buildout projections within the Project area (Metro Planning Area) for 2035 and includes the changes in anticipated buildout due to the annexation of the Jordan Downs community, which removed it from the Metro Planning Area, and the approval of two transit-oriented development (TOD) plans that were approved subsequent to the General Plan: Willowbrook TOD Specific Plan and Connect Southwest LA: A TOD Specific Plan for West Athens Westmont (Connect Southwest LA).

As shown in Table 6-3, below, Alternative A would result in a planned buildout total of approximately 94,393 dwelling units, 306,893 residents, and 103,578 jobs within the Project area by 2035.

Table 6-3. Alternative A: Existing Project Area Planned Buildout Projections (2035)

Existing Plans	Housing Units	Population	Jobs
Remaining GP Buildout Area	86,955	283,684	91,467
Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont *	4,518	14,362	5,214
Willowbrook TOD Specific Plan*	2,920	8,847	6,897
Total	**94,393**	**306,893**	**103,578**

Sources: County of Los Angeles 2014a; Tran 2022
Notes: As discussed in Chapter 3 of this Recirculated Draft PEIR, the FFTOD Specific Plan was adopted by the County Board of Supervisors in February 2023. However, this Recirculated Draft PEIR continues to analyze buildout of RHNA parcels in Florence-Firestone that were recently rezoned/redesignated under the FFTOD Specific Plan to accommodate additional housing. FFTOD Specific Plan growth projections for housing, population, and employment that are beyond the growth projections associated with RHNA parcels are evaluated in this Recirculated Draft PEIR as a cumulative project, as detailed in Table 2-14, Florence-Firestone TOD Specific Plan (Cumulative Project) of Chapter 2, Environmental Setting in this Recirculated DPEIR.
* Since the adoption of the General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: the Willowbrook TOD Specific Plan and Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. The total buildout provided in the above table reflects these changes (County of Los Angeles 2014a; Tran 2022). Refer to Table 4.14.3, Planned Buildout Projections, in Chapter 4.14, Population and Housing, of this Recirculated Draft PEIR for further details.

As shown in Table 6-4, below, under Project conditions in 2035, the Project area would have 110,738 dwelling units, 418,951 residents, and 107,269 jobs.

Table 6-4. Alternative A: Project Buildout Conditions (2035)

Existing Plan	Housing Units	Population	Jobs
Existing Conditions	77,623[a]	303,045[b]	56,232[c]
Project Facilitated Growth	30,968[d]	108,390[e]	3,691[f]
Other Project Area Growth	2,147[g]	7,516[h]	47,346[i]
Total	**110,738**	**418,951**	**107,269**

Sources: County of Los Angeles 2014a; 2014b; 2021; 2022a; 2022b; 2022c; 2022d; Tran 2022; U.S. Census 2022a; 2022b
Notes:

a. The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication and is based on Los Angeles County Office of the Assessor parcel data (County of Los Angeles 2022a). See Table 3-3, Population and Housing Buildout for the Project Area, in Chapter 3, Project Description, of this Draft EIR for further details.
b. Baseline population for the Project area reflects population data from the 2020 Decennial Census (U.S. Census 2022a). See Table 3-3 in Chapter 3 for further details.
c. Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application (U.S. Census 2022b). See Table 3-4, Employment Buildout for the Project Area, in Chapter 3, Project Description of this Recirculated Draft PEIR for further details.
d. The Project facilitated buildout for housing is the realistic capacity identified in the Housing Element Appendix B, Candidate Sites to be Rezoned to Accommodate Shortfall Housing Need, within the Project area (County of Los Angeles 2022d). See Table 3-4 in Chapter 3 for further details.
e. The Project facilitated population growth is based on a 3.5 persons per household generation factor, which was used in the Housing Element PEIR (County of Los Angeles 2021). See Table 3-4 in Chapter 3 for further details.
f. The Project uses employment generation factors to calculate projected employment. The generation factors are from the County's General Plan Buildout Methodology (County of Los Angeles 2014b). See Table 3-3 in Chapter 3 for further details.
g. The dwelling units for "Other Population and Housing Growth" are based on the Housing Element Appendix A, Housing Element Sites Inventory, which identifies the realistic residential buildout capacity for dwelling units on parcels outside of the Housing Element rezone/redesignation (County of Los Angeles 2022b; 2022c). See Table 3-4 in Chapter 3 for further details.
h. Consistent with the Housing Element PEIR, a 3.5 persons per household estimate was used to calculate population growth on "other" parcels not subject to the Project's rezoning/redesignation program (dwelling units × persons per household = population) (County of Los Angeles 2021). See Table 3-4 in Chapter 3 for further details.
i. The General Plan (incorporating the removal of Jordan Downs and buildout of the Willowbrook TOD Specific Plan and Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont) estimates that total employment in the Project area in 2035 would be 103,578. The "Other Project Area Growth" for employment of 47,346 was arrived at by subtracting the existing Project area employment (56,232) from the total (103,578) (County of Los Angeles 2014b).

Table 6-4, Alternative A: Project Buildout Conditions, provides the buildout conditions for the Project area with implementation of the Project. Table 6-5, Alternative A: Project Buildout Conditions and Planned Buildout Comparison (2035), demonstrates the buildout estimates for the Project area's housing units, population, and employment under the Metro Area Plan and under the existing planned buildout. As shown in Table 6-5, under proposed Project conditions, the Project area would have 16,345 more residential units, 112,058 more residents, and 3,691 more jobs than are currently assumed under General Plan buildout conditions.

Table 6-5. Alternative A: Project Buildout Conditions and Planned Buildout Comparison (2035)

	Project Area Conditions with Proposed Project Buildout[a]	Project Area Planned Buildout [b]	Total Increase from Planned Growth *(Column A – Column B)*
	Column A	Column B	
Project Area (2035)			
Housing Units	110,738	94,393	16,345

Table 6-5. Alternative A: Project Buildout Conditions and Planned Buildout Comparison (2035)

	Project Area Conditions with Proposed Project Buildout[a]	Project Area Planned Buildout [b]	Total Increase from Planned Growth *(Column A – Column B)*
	Column A	Column B	
Project Area (2035)			
Population	418,951	306,893	112,058
Employment	107,269	103,578	3,691

Sources: County of Los Angeles 2014a; 2021; 2022a; 2022b; 2022c; 2022d; U.S. Census 2022a, 2022b; Tran 2022
Notes:

a. The estimated 2035 buildout for the Project area is (1) the existing conditions (U.S. Census 2022a, 2022b) plus (2) Project facilitated growth plus (3) "other growth" that would occur within the Project area but outside of Project parcels proposed for rezoning/redesignation. Other growth was identified using the Housing Element for dwelling units and population (County of Los Angeles 2022b; 2022c; 2022d) and the General Plan for employment (County of Los Angeles 2014a, Table 3-6, Proposed Buildout Projections [by Planning Area]). Refer to Table 3-4, Population and Housing Buildout for the Project Area, in Chapter 3, Project Description, of this Recirculated Draft PEIR for further details.

b. Since the adoption of the General Plan, the County removed land within its jurisdiction (Jordan Downs) and approved two TOD specific plans: Willowbrook TOD Specific Plan and Connect Southwest LA. The "Planned Buildout" provided in the above table (Column B) reflects these changes (County of Los Angeles 2014a; Tran 2022). Refer to Table 4.14.3, Planned Buildout Projections, in Chapter 4.14, Population and Housing, of this Recirculated Draft PEIR for further details.

6.5.1.2 Ability to Meet Project Objectives

Alternative A would be less effective at meeting all Project Objectives. Alternative A would not encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail (i.e., ACUs) on corner lots in residential areas, thereby building off the character and existing assets of each Project areas community by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Because ACUs would not be permitted in residential zones under Alternative A, this alternative would not provide additional opportunities for healthy food options and shopping/commercial services accessible within walking or biking distance of peoples' homes (thereby reducing the burden of car ownership, vehicle miles travels, and associated greenhouse gas emissions), or otherwise increase opportunities for local-serving and small commercial businesses to be located near their local customer base.

Alternative A would continue buildout projections under the County's existing General Plan land use and zoning. Thus, Alternative A would not incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels. The Housing Element identified areas for increased residential and mixed-use density in transit oriented districts and near existing services (i.e., along existing commercial corridors, etc.). As Alternative A would not implement the Housing Element recommendations and would not permit development of new ACUs in residential zones; thereby not encouraging retail and shopping opportunities closer to people's homes or promoting increased density near existing transit, Alternative A would not effectively advance smart growth principles to create communities that are socially, economically, and environmentally sustainable. Additionally, even with the recently approved Green Zones Program, Alternative A would be less effective at improving land use compatibility with respect to industrial and residential land uses because the Project's proposed Industrial Program would not be implemented. Thus, Alterative A would not attract cleantech research and development or artisan production and custom manufacturing uses, which are typically less polluting and better neighbors to existing non-industrial uses.

Because Alternative A would not implement the Industrial Program to attract new cleaner industrial development and would not implement the ACU components to facilitate new neighborhood-scale commercial uses in residential zones, Alternative A would not be as effective at fostering a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. Alternative A would not introduce Metro Area Plan policies supporting safe, reliable, equitable, and sustainable transportation network to encourage walking, biking, transit, and other nonautomotive travel to enhance public health and safety. Finally, Alternative A would not include policies to facilitate the documentation or enhancement of existing cultural and historic assets that are important to the local community.

6.5.1.3 Comparison of the Effects of Alternative A to the Project

Alternative A would eliminate all Project-related environmental impacts associated with the buildout of the Metro Area Plan. Therefore, all mitigation measures associated with the Metro Area Plan, as set forth in this Recirculated Draft PEIR, would no longer be required or applicable.

Aesthetics

Under Alternative A, and similar to the proposed Project, future development impacts relative to scenic vistas and views from regional riding, hiking, or multi-use trails would be less than significant. Similar to the proposed Project, Alternative A would not result in impacts to scenic resources along a state scenic highway. Alternative A would indirectly introduce new sources of shade/shadow and new sources of glare and light to the Project area in a manner similar to the proposed Project because development would still occur, albeit at an incrementally reduced level due to reduced buildout capacity under Alternative A. Alternative A would not streamline existing Community Standards District standards under a new Metro Planning Area Standards District (PASD), and, within five years of Project approval, would not introduce new conceptual zoning or development standards applicable to candidate parcels under the Industrial Land Use Strategy Program (Industrial Program) (i.e., M-0.5/LSP zones).

Under the Industrial Program, future development standards applicable to candidate parcels in the LSP and M-0.5 zones may include front and side yard setbacks, additional building design requirements (e.g., materials, façade, and windows), building height restrictions, landscaping requirements, and screening/fencing requirements, all of which could contribute to the quality and character of future development in these zones. Additionally, the PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness and compatibility of new development throughout the project area. Although Alternative A would have a reduced scope of development potential as compared to the proposed Project, proposed PASD development standards (including new, revised, and streamlined standards) as well as potential future LSP/M-0.5 zone standards would help ensure that future development in the Project area would not degrade the existing visual character or quality of public views and would improve and strengthen the regulatory environment governing scenic quality in the Project area. As such, under Alternative A, impacts related to aesthetics would be **more than** the proposed Project.

Agriculture and Forestry Resources

As discussed in Section 4.2, Agriculture and Forestry Resources, of this Recirculated Draft PEIR, the proposed Project would not result in impacts related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Neither Alternative A nor the proposed Project have land designated as an Agricultural Resource Area (ARA) or lands under Williamson Act contracts. Alternative A would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert Farmland to a non-

agricultural use or convert forest land to a non-forest use, similar to the proposed Project. Unlike the proposed Project, Alternative A would not result in the rezoning of Light Agricultural (A-1) parcels in the Project area to be consistent with their respective General Plan designations and existing land uses. As there is no active agricultural use taking place on these parcels, and as agriculture is not a commonly supported use type in the heavily urbanized Project area, the zone changes proposed by the Project affecting A-1 parcels would not result in substantial adverse impacts to agricultural resources. Urban agricultural uses, such as community gardens, would be permitted on the affected parcels under both Alternative A and proposed Project conditions. Under Alternative A, the A-1 zoning of the parcels would remain in conflict with the respective General Plan designations. The proposed rezoning under the Project would support the existing development and use-types operating on these parcels, and, as the existing General Plan designations would remain the same, the density of development permitted on these parcels under proposed Project conditions be the same as under Alternative A. Although certain development standards applicable to A-1 zoning would change under proposed Project conditions, these changes would not have any practicable effects on agricultural resources, as the existing A-1 parcels do not support (nor, under existing urban and General Plan land use conditions, would they be likely to support in the future) any agricultural uses. Neither the proposed Project nor Alternative A would result in significant impacts related to zoning for agricultural use. Therefore, and for the reasons discussed above, under Alternative A, impacts related to agriculture and forestry resources would be **similar** to the proposed Project.

Air Quality

As discussed in Section 4.3, Air Quality, of this Recirculated Draft PEIR, the proposed Project would result in significant unavoidable impacts associated with population growth and significant unavoidable cumulatively considerable increases of criteria air pollutants from construction and operation of future development facilitated by the Project. With regard to operational impacts associated with nonattainment pollutants, in general, continuance of the adopted plans under Alternative A is accounted for in the attainment demonstration contained within the state implementation plan and would therefore not cause a cumulatively significant impact on the ambient air quality. Alternative A would result in the continuation of buildout under the County's General Plan and other approved planning documents; thus, implementation of Alternative A would **eliminate the significant and unavoidable** impacts associated with consistency with the applicable AQMP.

Under Alternative A, the Project area would experience reduced development due to reduced residential, commercial, and industrial development/redevelopment when compared to the proposed Project. The proposed Project would result in significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of proposed Project implementation. Similarly, with regard to operational health effects of toxic air containments (TACs), significant and unavoidable impacts would occur as a result of the proposed Project due to the uncertainty of future sensitive receptor locations. However, implementation of Alternative A would result in less development potential than those anticipated under the proposed Project, resulting in less pollutants associated with construction activity. As such, under Alternative A, impacts to air quality would be **less than** the proposed Project.

Similar to the proposed Project, Alternative A would facilitate future construction and operation of additional development in the Project area. As specific permits would be required for future construction and development of potential odor-generating land uses, the County may further evaluate odor emissions from such uses to determine if additional environmental review is warranted. The Project would allow ACUs on residential-only lots, which could involve mild odors from such uses as cafes, coffee shops, or hair salons. Although, compared to Alternative A, implementation of future LSP and M-0.5 rezoning under the Project's proposed Industrial Program would facilitate additional industrial development, the LSP and M-0.5 zones are also anticipated to restrict some types of heavier

industrial uses currently allowed under the existing zoning (e.g., Light Manufacturing [M-1], Heavy Manufacturing [M-2]), including uses more likely to be associated with odor emissions. Thus, although the Project would facilitate additional development, it would also encourage cleaner industrial uses, which could help reduce the potential odor-related effects associated with an increase in commercial/industrial density. Therefore, impacts related to odors under Alternative A would be **similar** to the proposed Project.

Biological Resources

Under Alternative A, future development would occur under the implementation of the County's existing land use designation and zoning. As described in Section 4.4, Biological Resources, of this Recirculated Draft PEIR, no critical habitat has been identified within or adjacent to the Project area. In addition, no Wildflower Reserve Areas, Significant Ecological Areas, or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; no natural rivers or streams that may serve as habitat for native fish species are located in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Thus, Alternative A would result in similar impacts to the proposed Project. Under the proposed Project, impacts are less than significant with regards to special status wildlife, the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflict with any local policies or ordinances protecting biological resources. Alternative A would result in similar impacts given the buildout of adopted plans would not interfere, result in the direct or indirect conversion, and any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement, would ensure that any future impacts to protected trees would be less than significant. Future development under the proposed Project may result in adverse effects on a plant species that is identified as a sensitive or special status species. Thus, the Project would have significant and unavoidable impacts related to special status plant species observed within Project area. Although development and redevelopment activities would still occur in the Project area under Alternative A, the Project, through proposed land use and zone changes, would facilitate an increase in development/redevelopment activity in areas where special status plant species may occur. Thus, impacts under Alternative A relative to biological resources would be **less than** the proposed Project.

Cultural Resources

As described in Section 4.5, Cultural Resources, the Project would result in significant and unavoidable impacts to cultural resources. Similar to the proposed Project, Alternative A would result in development and redevelopment of properties on sites with the potential occurrence of significant historical and archaeological resources. Both the Project and Alternative A would result in significant and unavoidable adverse impacts to historic structures in the Project area. However, as described in Chapter 3, Project Description, of this Recirculated Draft PEIR, the Project would result in additional development and redevelopment of parcels that would not occur under Alternative A. The Project may increase the rate and frequency of development/redevelopment activity in the Project area, resulting in a higher potential to damage or destroy a historic structure. As such, impacted to historic structures under Alternative A would be **less than** the proposed Project.

As discussed in Section 4.5, Cultural Resources, of this Recirculated Draft PEIR, the additional development and redevelopment activity would likely result in an increase in potential ground disturbing activities in the Project areas (i.e., site preparation, grading, trenching for utilities, etc.), resulting in significant and unavoidable impacts to archaeological and paleontological resources. Under Alternative A, the scope of the planned development to occur would be less than the proposed Project, resulting in reduced ground-disturbing activities and building demolition

related to residential, mixed-use, commercial, and/or industrial development/redevelopment. As such, Alternative A would have a lower potential for inadvertent discoveries of human remains and impacts to human remains would be **less than** the proposed Project. Additionally, and as mentioned above, the scope of the planned development to occur under Alternative A would be less than the proposed Project, which would result in less ground disturbance and a lower potential for inadvertent discoveries of archeological and/or paleontological resources. Thus, impacts to archeological, and paleontological resources under Alternative A would be **less than** the proposed Project.

Energy

As described in Section 4.6, Energy of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to: (1) wasteful, inefficient, or unnecessary consumption energy resources and; (2) potential conflicts with a state or local plan for renewable energy or energy efficiency. Similar to the proposed Project, implementation of Alternative A would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development in accordance with approved plans. However, similar to the proposed Project, Alternative A would facilitate development/redevelopment that uses renewable energy onsite, as required by CALGreen (Part 11 of the California Code of Regulations [CCR]), and, due to required compliance with applicable regulations (e.g., CCR Title 24, Part 6) , would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum. Under Alternative A, the scope of the planned development to occur would be less than the proposed Project due to reduced residential, mixed-use, commercial and industrial development/redevelopment—as well as a reduced residential population and workforce—resulting in reduced consumption of resources under Alternative A. Thus, impacts under Alternative A related to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation would **less than** those anticipated under the proposed Project.

Part 6 of Title 24 of the CCR establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Future development under both the Project and Alternative A would be subject to Part 6 of Title 24 of the California Code of Regulations, as well as all applicable rules and regulations presented in Section 4.6 of this Recirculated Draft PEIR, including CALGreen, all of which of the would reduce energy demand and increase energy efficiency of future residential and nonresidential development. As listed in Section 4.6.2.3, Land Use Changes, Policies, and Programs of Section 4.6 of this Recirculated Draft PEIR, the Project would introduce additional policies in support of applicable state or local plans for renewable or energy efficiency. Approval of the proposed Project itself, as a policy document update, would not change or otherwise reduce the efficacy of existing regulations, and would not implement any policies or programs that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts under the Alternative A would be **similar** to the proposed Project relative to the potential conflict or obstruction of a state or local plan for renewable energy or energy efficiency.

Geology and Soils

Alternative A would result in future development associated with the buildout of the County's General Plan and other adopted plans. Any new development under Alternative A would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. As discussed in Section 4.7, Geology and Soils, of this Recirculated Draft PEIR, Project-related impacts would be less than significant due to compliance with existing regulatory requirements and policies related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. However, because development/redevelopment activity would be reduced under Alternative A, potential impacts would be **less than** those anticipated under the proposed Project.

Greenhouse Gas Emissions

As described in Section 4.8, Greenhouse Gas Emissions of the Recirculated Draft PEIR, the Project would result in less than significant impacts. Similar to the proposed Project, Alternative A would generate GHG emissions with the buildout of future development. However, future development associated with Alternative A would result in the generation of less GHG emissions than the proposed Project due to reduced residential, mixed-use, commercial (i.e., ACUs), and industrial development/redevelopment. Therefore, impacts related to the generation of GHGs under this alternative would be **less than** the proposed Project.

Additionally, the proposed Project would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. Under Alternative A, no change to existing regulations would occur under the implementation of the County's existing General Plan and other approved planning documents. Thus, impacts associated with Alternative A related to consistency with the adopted plans would be **similar** to the proposed Project.

Hazards and Hazardous Materials

As described in Section 4.9, Hazards and Hazardous Materials, potentially significant impacts would occur relative to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. All other potential impacts related to hazards and hazardous materials would be less than significant under the proposed Project. Given that Alternative A would continue the implementation of the existing General Plan and other approved planning documents, redevelopment of certain industrial parcels (including candidate parcels) is still anticipated to occur under Alternative A. However, the scope of development potential under this alternative would be less than the proposed Project due to the reduced residential, mixed use, commercial and industrial development/redevelopment. Therefore, under Alternative A, impacts would be **less than** the proposed Project.

Hydrology and Water Quality

As discussed in Section 4.10, Hydrology and Water Quality of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Under Alternative A, less buildout potential would occur due to the reduced residential, mixed-use, commercial and industrial development/redevelopment when compared to the proposed Project. As such, impacts under Alternative A would be **less than** those anticipated under the proposed Project.

Land Use and Planning

As discussed in Section 4.11, Land Use and Planning of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts. Alternative A would implement the existing General Plan and other approved planning documents for the Project area and would not result in impacts associated with the physical division of established communities, similar to the proposed Project. However, without the implementation of the Housing Element, Alternative A would conflict with State Housing Law and the recently adopted Housing Element for Los Angeles County by not allocating the RHNA goals required for the 6th Cycle. Therefore, impacts associated with conflicts with adopted plan under Alternative A would be **greater than** the proposed Project.

Mineral Resources

As discussed in Section 4.12, Mineral Resources of this Recirculated Draft PEIR, the Project would not result in the loss of availability of oil and gas resources. Under Alternative A, potential future development would occur in accordance with the General Plan and other approved planning documents, including the Oil Well Ordinance, which would continue to regulate oil and gas production activities in the Project area in accordance with the provisions therein, similar to proposed Project conditions. Although the Mineral Resource Zone-2 (MRZ-2) area at the north end of Florence–Firestone is developed with residential, commercial, and industrial land uses, surface mining for aggregate resources, if determined to be feasible at a project-level, would continue to be permitted in accordance with the Chapter 22.190 (Surface Mining Permits) of the County Zoning Code and the Surface Mining and Reclamation Act of 1975, Division 2, Chapter 9, of the California Public Resources Code, under both Alternative A and proposed Project conditions. Thus, impacts to mineral resources under Alternative A, would be **similar** to the proposed Project.

Noise

Under the proposed Project, areas of West Athens–Westmont are located with the LAX airport 65 dBA CNEL noise contours. As further described in Section 4.13, Noise, of this Recirculated Draft PEIR, applicable land use and noise policies, including appropriate review by the Los Angeles County ALUC, would help reduce aviation noise exposure impacts related to airport or airstrip noise levels to a less than significant level. Alternative A would be implemented under the same Project area boundaries as the proposed Project. As discussed in Section 4.13, Noise of this Recirculated Draft EIR, under the proposed Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operation noise due to operation of ACUs would be significant and unavoidable after application of mitigation measures. Alternative A would not include facilitation of ACUs, implementation of the Housing Element's rezoning/redesignation, or proposed Industrial Program components; however, impacts associated with noise and vibration would be significant and unavoidable through the implementation of planned growth. Due to reduced development potential, impacts under Alternative A related to noise would be **less than** the proposed Project.

Population and Housing

As discussed in Section 4.14, Population and Housing, of this Recirculated Draft PEIR, the proposed Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development facilitated by the proposed Project that was not anticipated in adopted plans. Under Alternative A, the Project area would continue to be built out under existing zoning and General Plan designation, as proposed under the General Plan and other associated plans. However, as discussed above, based on the higher than anticipated population for the Project area identified in the 2020 Census, existing planning documents, including the General Plan, are shown to have underestimated population growth in 2035. Conditions under Alternative A would result in significant impacts related to substantial, unplanned population growth[4] in the Project area, as the population will exceed the population estimates provided in the General Plan for 2035. However, while both the project and Alternative A would result in substantial unplanned population growth, the Project would result in more unplanned

[4] Unplanned growth refers to growth that is not identified or "planned for" pursuant to existing planning documents, such as the General Plan, transit-oriented district specific plans, or regional plans, such as SCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The determination of what constitutes "substantial" unplanned growth is relatively subjective. For purposes of this analysis, substantial unplanned population growth is generally defined as growth exceeding the General Plan or SCAG population projections for the Project area or unincorporated County.

population growth than Alternative A. Thus, impacts related to substantial unplanned population growth under Alternative A would be **less than** the proposed Project.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative A and the proposed Project. Like the proposed Project, Alternative A would accommodate development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area.[5] Development and redevelopment activities under both the Project and Alternative A would also be subject to the County's Affordable Housing Preservation Ordinance, which requires that units that are (or were) on sites that are occupied by extremely low, very low, or lower income tenants, be replaced with units that are affordable at the same income level or below (County of Los Angeles 2022b). However, the Project would result in more redevelopment activity on existing residential parcels, resulting in more temporary displacement. The Project would also facilitate more dwelling units, including affordable dwelling units, which would reduce potential impacts related to displacement of people, but also result in a higher potential for environmental impacts to occur related to the construction and operation of new residential or mixed use development/ redevelopment. Therefore, impacts related to the potential displacement of people necessitating the construction of replacement housing under Alternative A would be **less than** the proposed Project.

Public Services

As discussed in Section 4.15, Public Services of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts for fire protection services, sheriff protection services, school services, and library services. However, as discussed under Section 4.16, Recreation, a significant impact would occur for the topic of parks based on the Project's substantial unplanned population growth (e.g., growth exceeding the General Plan population projections for the Project area), thereby affecting service ratios. Under Alternative A, development would still occur in accordance with expected growth projections and existing neighborhood or regional parks would be expected to result in physical impacts due to construction of new parks through buildout of existing planning projections and other implementation programs under the General Plan. For example, buildout under Alternative A and the proposed Project, would continue implementation of the County Parks and Recreation Master Plan and General Plan Policy P/R 1.2, which would provide additional active and passive recreation opportunities (including parks) based on a community's setting, and recreational needs and preferences (County of Los Angeles 2014a). In addition, under both Alternative A and the proposed Project, the County would continue working with a subdivider to dedicate land according to the General Plan goal of four acres of local parkland per 1,000 residents in the unincorporated areas, and six acres of regional parkland per 1,000 residents (County of Los Angeles 2014a). However, given the reduced scope of development potential and corresponding reduction in population/employment when compared to the proposed Project, impacts under Alternative A would be **less than** the proposed Project.

Recreation

As discussed in Section 4.16, Recreation of this Recirculated Draft PEIR, the Metro Planning Area is currently underserved by existing parks and recreation facilities. Under Alternative A, development would still occur in accordance with expected growth projections and existing neighborhood or regional parks would be expected to experience physical deterioration that would be accelerated through buildout of existing planning projections as

[5] As identified in Table 6-2, above, the "planned" housing stock in the in the Project area in 2035 was anticipated to be 94,393 dwelling units. Under existing conditions, there are approximately 77,623 dwelling units in the Project Area, suggesting an additional capacity of over 16,000 dwelling units. However, the recently adopted Housing Element, which conducted a parcel-level analysis of available housing capacity in the Project area under existing land use conditions, only identified capacity for an additional 2,147 units under existing zoning and General Plan designations (County of Los Angeles 2022c).

identified in the General Plan and applicable TOD specific plans (and quantified in Table 6-3, above). However, given the reduced scope of development potential when compared to the proposed Project and corresponding reduction in population, impacts under Alternative A would be **less than** the proposed Project.

Transportation

As discussed in Section 4.17, Transportation, of this Recirculated Draft PEIR, potential Project-related impacts related to: (1) VMT (i.e., potential to conflict with CEQA Guidelines section 15064.3, subdivision [b]); (2) potential conflicts with an applicable plan, ordinance, or policy addressing circulation, transit, roadways, bicycles, and pedestrian activities; (3) hazards due to roadway design or incompatible uses; and (4) inadequate emergency access were determined to be less than significant. Similar to the proposed Project, implementation of Alternative A, which would include continued implementation of the General Plan, the Willowbrook TOD Specific Plan, and the Connect Southwest LA Specific Plan, would generally be consistent with applicable plans, ordinances, or policies addressing transportation; and would not create hazards due to roadway design/incompatible uses, or result in inadequate emergency access conditions (County of Los Angeles 2014a; 2017; 2018). However, Alternative A would generate fewer vehicle miles when compared to the proposed Project due to the reduced residential, mixed-use, commercial, and industrial development/redevelopment. Therefore, given the reduced scope of development potential when compared to the proposed Project, impacts under Alternative A would be **less than** the proposed Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Recirculated Draft PEIR, potential impacts to tribal cultural resources were found to be significant and unavoidable. Under the proposed Project, the anticipated future development and redevelopment activity would likely result in an increase in potential ground disturbing activities in the Project areas (i.e., site preparation, grading, trenching for utilities, etc.). Ground-disturbing activities associated with the buildout of existing planning documents would still occur under Alternative A and could still result in significant impacts to Tribal Cultural Resources. However, under Alternative A, buildout under existing planning documents would result in a reduced development/redevelopment potential and less associated ground disturbing activity when compared to the proposed Project due to the reduced residential, commercial, mixed-use, and industrial development/redevelopment. Therefore, impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **less than** the proposed Project.

Utilities and Service Systems

As discussed in Section 4.19, Utilities and Service Systems, of this Recirculated Draft PEIR, the proposed Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. All other impacts related to utilities and service systems, including Project-level water supply impacts, adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the proposed Project. Alternative A would require less potable water, generate less wastewater, and generate less solid waste when compared to the proposed Project due to the reduced residential, mixed-use, commercial, and industrial development/redevelopment (and reduced population and employment). Alternative A would also **eliminate significant and unavoidable** Project-related impacts to utility infrastructure and (cumulative) water supply.

Wildfire

Alternative A would not change the Project area's boundaries as proposed under the Project and discussed in Section 4.20, Wildfire, of this Recirculated Draft PEIR. Under the proposed Project, impacts would be less than

significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. However, Alternative A would result in reduced residential, mixed-use, commercial, and industrial development/redevelopment within East Los Angeles, portions of which are near lands classified as very high fire hazard severity zones. Therefore, Alternative A would expose less people or structures to risks involving wildland fire. As such, under Alternative A, impacts would be **less than** the proposed Project.

6.5.2 Alternative B – Elimination of Accessory Commercial Units (ACUs)

6.5.2.1 Description of the Alternative

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126[a]). As presented in prior sections of this Recirculated Draft PEIR, the proposed Project would result in significant and unavoidable impacts in the categories of air quality, biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

By eliminating the proposed ACU amendment and Program 7 (Accessory Commercial Unit Program), which are described in further detail in Chapter 3 of this Recirculated Draft PEIR, Alternative B would eliminate the potential for 106 new ACUs on corner lots in Project area's residential-only zones and reduce the employment potential of approximately 176 new jobs when compared to the proposed Project. As such, Project-related growth under Alternative B would consist of the following: (1) proposed land use and zoning changes to accommodate the County's RHNA allocation for the Project area; and[6] (2) potential development on candidate parcels under the Industrial Program.[7] As such, buildout of Alternative B would indirectly result in the development of approximately 30,968 additional dwelling units, generating 108,390 additional residents, and would accommodate the potential development of up to 1,124,731 square feet of new industrial, small manufacturing, and/or life science facilities within the Project area, thus creating 3,515 additional employees.[8] Under Alternative B, aside from the elimination of the ACU components, all other Project components would remain the same as under the proposed Project (refer

[6] The locations of the proposed zoning changes to accommodate the RHNA are illustrated in Figure 3-1a, Proposed Zoning, East Los Angeles, Figure 3-1b, Proposed Zoning, East Rancho Dominguez, Figure 3-1d, Proposed Zoning, Walnut Park, Figure 3-1e, Proposed Zoning and Green Zones Mapping, West Athens-Westmont, Figure 3-1f, Proposed Zoning, West Rancho Dominguez-Victoria, and Figure 3-1g, Proposed Zoning, Willowbrook in Chapter 3 of this Recirculated Draft PEIR. The proposed General Plan land use redesignations to accommodate the RHNA are illustrated in Figure 3-2a, Proposed General Plan Land Use, East Los Angeles, Figure 3-2b, Proposed General Plan Land Use, East Rancho Dominguez, Figure 3-2c, Proposed General Plan Land Use, Walnut Park, Figure 3-2d, Proposed General Plan Land Use, West Athens-Westmont, Figure 3-2e, and Proposed General Plan Land Use, West Rancho Dominguez-Victoria in Chapter 3 of this Recirculated Draft PEIR.

[7] The candidate parcels for the Industrial Program are identified in Figure 3-3a, Proposed Industrial Land Use Strategy Program, East Los Angeles Figure 3-3b, Proposed Industrial Land Use Strategy Program, Florence-Firestone, Figure 3-3c, Proposed Industrial Land Use Strategy Program, West Rancho Dominguez-Victoria, Figure 3-3d, Proposed Industrial Land Use Strategy Program, Willowbrook in Chapter 3 of this Recirculated Draft PEIR.

[8] Recently implemented land use and zone changes for RHNA parcels in Florence-Firestone are included on Figure 2-3c, Existing General Plan Land Use, Florence-Firestone and Figure 2-4c, Existing Zoning, Florence-Firestone. There are no proposed Project General Plan land use changes for RHNA parcels in Willowbrook, and no proposed land use or zoning changes for RHNA parcels in Florence-Firestone.

to Section 3.3.4.3, Project Components, in Chapter 3 of this Recirculated Draft PEIR for a complete discussion of proposed Project components).

6.5.2.2 Ability to Meet Project Objectives

Alternative B would be less effective at meeting some the Project Objectives. Alternative B would not encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail (ACUs) on corner lots in residential areas, thereby building off the character and existing assets of each Project areas community by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Alternative B would not provide additional opportunities for healthy food options and shopping/commercial services accessible within walking or biking distance of peoples' homes (thereby reducing the burden of car ownership and vehicle miles travels), or otherwise increase opportunities for local-serving and small commercial businesses to be located near their local customer base. Other Project Objectives would be met by Alternative B.

6.5.2.3 Comparison of the Effects of Alternative B to the Project

Alternative B would eliminate the environmental impacts associated with the development of ACUs. However, the mitigation measures set forth in this Recirculated Draft PEIR are not specific to the development of ACUs and would continue to be applicable to development of residential, mixed-use, and/or industrial land uses. Therefore, all of the mitigation measures set forth in this Recirculated Draft PEIR would continue to be required and relevant under the implementation of Alternative B.

Aesthetics

Under this alternative, impacts associated with the development of ACUs would not occur. However, Alternative B would facilitate the development/redevelopment of future housing, mixed-use, and industrial uses. Future development of these components would be implemented in accordance with the existing and proposed zoning and land use designation regulations governing visual character and scenic quality, similar to the proposed Project. Additionally, similar to the proposed Project, future development impacts relative to scenic vistas and views from regional riding, hiking, or multi-use trails would be less than significant and there would be no impacts to scenic resources along a state scenic highway. Alternative B would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the elimination of ACUs. Removal of ACUs would result in a nominal decrease in potential impacts compared to the proposed Project. However, all ACUs would be developed in accordance with proposed land use and zoning requirements, as well as proposed Title 22 development standards and in accordance with the Metro Area Plan's goals and policies related to land use compatibility. Therefore, impacts related to aesthetics under Alternative B would be **similar** to those anticipated from the proposed Project.

Agriculture and Forestry Resources

As discussed in Section 4.2 of this Recirculated Draft PEIR, the proposed Project would have a less than significant impact related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and the conversion of farmland to non-agricultural use. Under Alternative B, impacts associated with the construction of ACUs within residential zones would not occur. However, as with the proposed Project, Alternative B would implement the same land use and zone changes to facilitate the future development of residential and mixed-use, and would implement the Industrial Program to facilitate future industrial uses. Impacts under Alternative B related to conflicts with existing zoning for agricultural use would be the same as the proposed

Project and would be less than significant. Neither Alternative B nor the proposed Project have land designated as an Agricultural Resource Area (ARA) or lands under Williamson Act contracts. Similar to the proposed Project, Alternative B would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert forest land to a non-forest use. Therefore, under Alternative B, impacts related to agriculture and forestry resources would be **similar** to the proposed Project.

Air Quality

Alternative B would result in implementation of the Industrial Program and rezoning/redesignation of RHNA parcels identified in the Housing Element for the Project area, thus resulting in the same projections for housing production and similar projections for employment generation. As discussed in Chapter 3, the additional 106 ACUs throughout the Project area are anticipated to result in an additional 176 jobs. Implementation of the Housing Element's land use and zone changes and the Project's proposed Industrial Program is anticipated to result in and estimated 108,390 additional residents and 3,515 jobs, respectively. Employment related to ACUs accounts for less than 0.2%[9] of the anticipated population/employment growth anticipated to occur as a result of Project implementation. As such, elimination of the 176 ACU related jobs would not substantially reduce the Project's significant and unavoidable impacts related to air quality. Under Alternative B, significant unavoidable impacts associated with exceedance in population growth (i.e., growth that exceeds General Plan population projections for 2035), and significant unavoidable cumulatively considerable increases of criteria air pollutants from construction and operation of future development would occur, **similar** to the proposed Project. Therefore, under Alternative B, impacts associated with consistency with the applicable AQMP and would remain significant and unavoidable.

Alternative B would result in similar significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the proposed Project, Alternative B would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of proposed Project implementation. Similarly, with regard to operational health effects of TACs, significant and unavoidable impacts would occur as a result of the proposed Project due to the uncertainty of future sensitive receptor locations and the effectiveness of TAC reduction measures. Similar to the proposed Project, due to the speculative nature of development and the associated uncertainty of potential impacts, impacts would be **similar** to and remain significant and unavoidable under Alternative B.

Project-related emissions leading to odors would occur as a result of new ACUs and new industrial uses under the Industrial Program. As discussed in Section 4.3.2.4 of Section 4.3, Air Quality of this Recirculated Draft PEIR, impacts related to odors would be less than significant. Although ACUs would be located on residentially zoned parcels proximate to sensitive receptors and could potentially generate odors associated with allowable uses such as eateries, cafes, and beautician services, these odors are anticipated to be negligible and consistent with commonplace odors in urban areas (e.g., odors from cooking/cooked food). Although elimination of 106 Project-related ACUs under Alternative B would result in a slight reduction in the potential for emissions leading to odors in residential zones, all food-service facilities in the Project area are required to meet applicable health and safety code requirements and building code standards, including standards related to odor emissions. Furthermore, any future development within the Project area, including ACUs, would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage

[9] 176 / 112,081 = 0.00157 or approximately 0.2%

to business or property, which would reduce the potential for adverse odor impacts to occur. Therefore, impacts related to odors under Alternative B would be the **similar** to the proposed Project.

Biological Resources

Similar to the proposed Project, future development would occur under Alternative B through implementation of Housing Element's rezoning/redesignation program and the proposed Industrial Program. Because the majority of the Project-related growth anticipated to occur in the Project area is associated with residential/mixed-use and industrial development (or redevelopment), the elimination of 106 ACUs under Alternative B would not substantively change the impact determinations related biological resources. Further, some residential corner lots may be redeveloped associated with the RHNA-housing development regardless of potential ACU development. As both the Project and Alternative B would facilitate development/redevelopment in areas with recorded instances of special status plant species, impacts to special status plant species would continue to be significant and unavoidable under Alternative B. Thus, Alternative B would result in **similar** impacts to the proposed Project related to special status plant species.

Under both the Project and Alternative B, except for the significant and unavoidable impact to special status plant species, there would be no impacts or less than significant impacts relative to the remaining thresholds of significance for biological resources. For example. no critical habitat has been designated within the Project area or adjacent areas. In addition, no special status wildlife species have been recorded in the California Natural Diversity Database within the queried Project area; no Wildflower Reserve Areas, Significant Ecological Areas, or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; no natural rivers or streams that may serve as habitat for native fish species are located in the Project area; and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Under both Alternative B and proposed Project, future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement, would ensure that any future impacts to protected trees would be less than significant under both Alternative B and the Project conditions. As discussed above, elimination of the ACUs, which represent only a fraction of the growth anticipated to occur under the proposed Project conditions, would not substantively affect the impact determinations for biological resources that would occur under Project. Because Alternative B would implement the same land use and zone changes as with Project, with the except for the ACU program, impacts under Alternative B relative to biological resources would be **similar** to the proposed Project.

Cultural Resources

Similar to the proposed Project, Alternative B would result in the redevelopment of properties on sites with the potential occurrence of significant historical, archaeological, paleontological resources, and human remains. Both the Project and Alternative B would introduce new uses to the Project area (e.g., allowable uses under the future LSP and M-0.5 zones) and increase density/development opportunities in locations that would not otherwise be disturbed, thereby resulting in an increased rate and frequency of ground disturbance and increased potential to inadvertently encounter, damage, or destroy extent cultural resources. As described in Section 4.5 of this Recirculated Draft PEIR, even with implementation of mitigation measures, significant and unavoidable impacts would occur . Under Alternative B, the scope of the development would be reduced due to the elimination of the ACUs in the residential zones when compared to the proposed Project, which would result in slightly reduced earth-disturbing activities related to construction, although some residential corner lots may be redeveloped associated with the RHNA-housing development. Further, compared to growth anticipated to occur as a result of the continued implementation of the Housing Element rezoning/redesignation (i.e., 30,969 units) and the Industrial Program (i.e.,

1,124,731 additional square feet of industrial building area), the elimination of the 106 ACUs under Alternative B would not result in the elimination of a significant unavoidable impact related to cultural resource, or otherwise substantively reduce potential impacts to cultural resources, as compared to the proposed Project. Therefore, Alternative B would have **similar** cultural resources impacts as the proposed Project and would not eliminate the significant and unavoidable impacts.

Energy

Similar to the proposed Project, implementation of Alternative B would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the proposed Project, Alternative B would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative B would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, all the rules and regulations presented in Section 4.6 of this Recirculated Draft PEIR would continue to be applicable to future residential and industrial development under both proposed Project and Alternative B conditions, which would help reduce energy demand and increase energy efficiency under both scenarios. Although the scope of the development to occur under Alternative B would be slightly reduced (due to the elimination of the ACU program), the corresponding reduction in energy consumption (related to the construction and operation of the 106 ACUs) would be relatively insubstantial compared to the energy impacts associated with Alternative B's continued facilitation of 30,968 dwelling units and 1,124,731 square feet of new industrial building area. Thus, impacts under Alternative B would be **similar** to those anticipated under the proposed Project.

Geology and Soils

Alternative B would result in the same future development/redevelopment activity related to housing and industrial use as the proposed Project. Any new development would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Similar to the proposed Project, Alternative B would not increase the potential for existing geological hazards or create new, significant hazardous geology and soils conditions, similar to the proposed Project as discussed in Section 4.7 of this Recirculated Draft PEIR. Compliance with existing regulatory requirements and policies would be required under Alternative B and the proposed Project to address the potential for adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Further, some residential corner lots may be redeveloped associated with the RHNA-housing development regardless of potential ACU development. Because the elimination of potential ACU development would not represent a significant reduction in potential geology and soils impacts compared to the buildout potential of housing and industrial uses, under Alternative B, conditions would be similar to the proposed Project. As such, impacts under Alternative B would be **similar** to those anticipated under the proposed Project.

Greenhouse Gas Emissions

Alternative B would generate GHG emissions similar to the proposed Project, but the elimination of ACUs under Alternative B would result in a slight reduction of emissions under Alternative B due to the elimination of the associated construction and operation activities. Under both the proposed Project and Alternative B, less than significant impacts would occur related to the generation of GHG emissions. Additionally, both the proposed Project and Alternative B would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. Under Alternative B and the proposed Project,

no change to existing regulations would occur that would result in the conflict with existing regulations. Because the slight reduction in GHG emissions under Alternative B (associated with the elimination of the potential for construction and operation of 106 ACUs) would be relatively insubstantial compared to the GHG impacts associated with Alternative B's continued facilitation of 30,968 dwelling units and 1,124,731 square feet of new industrial building area, impacts under this alternative would be **similar to** the proposed Project.

Hazards and Hazardous Materials

At buildout Alternative B would result in slightly less development potential than what is proposed under the Project due to the elimination of ACUs. As described in Section 4.9, potentially significant impacts from the proposed Project would occur relative to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. All other potential impacts related to hazards and hazardous materials would be less than significant under the proposed Project. Under Alternative B, the scope of the development to occur would be slightly reduced due to the elimination of the ACUs in the residential zones when compared to the proposed Project, which would result in reduced potential for impacts associated with hazards. However, Alternative B would continue implementation of the Industrial Program—which, within five years of Project approval, would implement new zoning to allow for new industrial uses and accommodate the potential for an additional 1,124,731 square feet of industrial building area to the Project area—and land use/zone changes to accommodate the RHNA and facilitate new residential/mixed-uses. As such, elimination of 106 ACUs would not be anticipated to eliminate any significant and unavoidable impacts or otherwise substantially reduce impacts associated with hazards and hazardous materials. Further, some residential corner lots may be redeveloped to accommodate new RHNA-housing regardless of potential ACU development. Therefore, impacts under Alternative B would be **similar** to those anticipated under the proposed Project.

Hydrology and Water Quality

As discussed in Section 4.10 of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Under this alternative, similar buildout potential would be anticipated when compared to the proposed Project. Moreover, compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality. However, as Alternative B would continue implementation of the Industrial Program and rezoning/redesignation to accommodate the RHNA, and as the elimination of 106 ACUs would not substantially reduce impacts associated with hydrology and water quality. Further, some residential corner lots may be redeveloped associated with the RHNA-housing development regardless of potential ACU development. Therefore, impacts under Alternative B would be **similar to** those anticipated under the proposed Project.

Land Use and Planning

Alternative B would not result in impacts associated with the physical division of established communities, similar to the proposed Project. Additionally, under this alternative, implementation of the Housing Element would occur. As such, this alternative would be consistent with the recently adopted Housing Element for Los Angeles County. Furthermore, all other impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the proposed Project, as discussed in Section 4.11, Land Use and Planning, of this Recirculated Draft PEIR. Therefore, impacts associated with Alternative B would be **similar** to the proposed Project.

Mineral Resources

As discussed in Section 4.12 of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to the loss of availability of known regionally- and locally-important mineral resources or mineral resource recovery sites. The Project, as currently proposed, does not include any goals, policies, or standards that would impede existing mineral resource extraction activities and would not result in any changes to applicable mineral resource regulations, such the Oil Well Ordinance or state and local surface-mining laws (discussed above under Section 6.5.1 under "Mineral Resources"). The PASD proposes one standard related to the required visual screening of oil wells; however, this standard would not affect well operation or otherwise result in the loss of availability of known resources. Mineral resource activities related to oil, gas, and aggregate mining would continue to occur and be regulated in the Project area in accordance with applicable provisions, regardless of Project implementation. As Alternative B continues implementation of proposed Project components, except for the ACUs, impacts anticipated under Alternative B would be **similar** to the proposed Project.

Noise

Alternative B would not include the future construction of ACUs within the Project area and the operational noise associated ACUs would not occur. Under the proposed Project, potential construction noise and vibration from reasonably foreseeable construction activities, as well as operational noise due to operation of ACUs, residential, and industrial uses, would be significant and unavoidable after application of mitigation measures. Alternative B would eliminate the significant and unavoidable impact associated with the construction and operation of ACUs, however, significant and unavoidable impacts would still occur relative to the anticipated construction and operation of industrial and residential/mixed-use development. Thus, noise impacts under Alternative B would be less than the proposed Project.

Under the proposed Project, areas of West Athens–Westmont are located with the LAX airport 65 dBA CNEL noise contours. As further described in Section 4.13 of this Recirculated Draft PEIR, applicable land use and noise policies, including appropriate review by the Los Angeles County ALUC, would help reduce aviation noise exposure impacts related to airport or airstrip noise levels to a less than significant level. Alternative B would be implemented under the same Project area boundaries as the proposed Project. Therefore, Alternative B would require the same compliance requirements as the proposed Project and impacts would be **similar** to the proposed Project.

Population and Housing

As discussed in Section 4.14 of this Recirculated Draft PEIR, the proposed Project would result in significant unavoidable impacts associated with exceedance in population growth from future development facilitated by the proposed Project that was not anticipated in adopted plans. Under Alternative B, the Project area would result in similar buildout as the proposed Project. Therefore, implementation of Alternative B would result in **similar** impacts to the proposed Project and remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative B and the proposed Project. However, like the proposed Project, Alternative B would accommodate substantial development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary indirect impacts associated with displacement would be offset by the anticipated increases in housing production. Therefore, implementation of Alternative B would be **similar** to the less than significant impact determination as the proposed Project.

Public Services

The 176 ACU employees eliminated under Alternative B represent less than 0.2% of the total population and employment growth anticipated to occur under the proposed Project. Alternative B would result in the same increases to residential population (108,390 people) and industrial employment (i.e., 3,515 employees) as the proposed Project due to continued implementation of the Housing Element rezoning/redesignation and the Industrial Program. Thus, similar to the proposed Project, Alternative B would exceed planned buildout projections for population in the Project area,[10] resulting in a significant and unavoidable impacts to park services. The elimination of the ACUs under Alternative B would not eliminate the significant and unavoidable impact to parks or otherwise substantively change the impact determinations identified for the other public services in Section 4.15 of this Recirculated Draft PEIR. Therefore, under Alternative B, impacts to fire protection services, Sheriff protection services, school services, and library services would remain less than significant, and impacts to park services would remain significant and unavoidable. Thus, impacts under Alternative B would be **similar** to the proposed Project.

Recreation

As discussed above under Alternative B's "Public Services" analysis, similar to the proposed Project, Alternative B would result in population growth that exceeds planned buildout projections for population in the Project area. Because Alternative B would not alter the increase in residential population anticipated to occur as a result of implementation of the Housing Element rezoning/redesignation program, impacts under Alternative B related to substantial physical deterioration of recreation facilities would be **similar** to the Project, and would remain significant and unavoidable. Because the elimination of ACUs (and subsequent elimination of 176 employees) would be relatively insignificant compared to the population and employment increases associated with implementation of the Housing Element rezoning/redesignation and the Industrial Program, impacts under Alternative B related to the construction or expansion of parks, which might have an adverse physical effect on the environment, would be **similar** to the proposed Project.

Transportation

Implementation of Alternative B would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, similar to the proposed Project. The elimination of ACUs as proposed under Alternative B would result in the removal of locally serving retail land uses, which tend to reduce VMT with alternative modes like walking within the immediate vicinity of residential neighborhoods. However, industrial and residential/mixed-use land uses facilitated under both Alternative B and the proposed Project would result a substantial share of the daily VMT anticipated. As such, daily VMT per service population would potentially slightly increase as compared to proposed Project; however, the increase would be nominal and would not be significant by exceeding the County's VMT threshold. The reduction in growth in the service area population, with elimination of the ACU employment, would be approximately 0.2 percent and is therefore not expect to substantively alter anticipated VMT in the Project area. Therefore, impacts related to the consistency with CEQA Guidelines section 15064.3, subdivision (b) would be similar to the proposed Project. Furthermore, this alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the proposed Project. Therefore, impacts related to transportation would be the **similar** to the proposed Project.

[10] Planned buildout projections for the Project area are defined, quantified, and provided above in Table 6-3.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Recirculated Draft PEIR, potential impacts were found to be significant and unavoidable. Ground-disturbing activities associated with the construction of the ACUs would be eliminated under Alternative B, which would result in a slightly reduced potential for impacts to tribal resources, although some residential corner lots may be redeveloped associated with the RHNA-housing development. However, compared to additional development/redevelopment anticipated to occur as a result of the continued implementation of the Housing Element rezoning/redesignation (i.e., 30,969 units) and the Industrial Program(i.e., 1,124,731 additional square feet of industrial building area), the elimination of the 106 ACUs under Alternative B would not result in the elimination of a significant unavoidable impact related to tribal cultural resource, or otherwise substantively reduce potential impacts to tribal cultural resources, as compared to the proposed Project. Therefore, Alternative B would have **similar** tribal cultural resources impacts as the proposed Project and would not eliminate the significant and unavoidable impacts.

Utilities and Service Systems

As discussed in Section 4.19 of this Recirculated Draft PEIR, the proposed Project would result significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. . All other impacts related to utilities and service systems, including the availability of sufficient water supplies at the Project-level, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the proposed Project. Under Alternative B, future development would be slightly reduced due to the elimination of the ACUs. However, the 176 ACU employees constitute less than 0.2% of the total increase in service area population (i.e., residential and employment growth) associated with implementation of the Project. Therefore, elimination of the ACU program under Alternative B would not substantively reduce or otherwise alter impacts identified for the Project in Section 4.19 related to utilities. As such, impacts under Alternative B would be **similar** to the proposed Project.

Wildfire

Alternative B would not change the Project area's boundaries as proposed under the Project and discussed in Section 4.20 of this Recirculated Draft PEIR. Under the proposed Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Under this alternative, impacts would be **similar** to the proposed Project due to similar increases to the service area population.

6.5.3 Alternative C – Housing Element/RHNA Only

6.5.3.1 Description of the Alternative

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines

Section 15126[a]). As presented in prior sections of this Recirculated Draft PEIR, the proposed Project would result in significant and unavoidable impacts in the following categories: air quality, biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

Under Alternative C, only the implementation of zoning recommendations from the recently adopted Housing Element would occur. Thus, buildout of the Alternative C would include a targeted redesignation/rezoning program to accommodate development of approximately 30,968 additional dwelling units, which would generate a new population of 108,390 additional residents. This alternative would only include the proposed mixed-use and residential rezoning illustrated on Figures 3-1a through 3-1g. As a result of Alternative C, approximately 176 new jobs associated with ACUs would not occur when compared to the proposed Project and the potential development of up to 1,124,731 square feet of new industrial uses (e.g., small manufacturing, and/or life science facilities) would not occur. Thus, the creation of 3,515 additional employees under the proposed Project would not occur under this alternative. Alternative C would also not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new or revise existing development standards under the Project's proposed PASD.

6.5.3.2 Ability to Meet Project Objectives

Alternative C would be less effective at meeting some the Project Objectives. Alternative C would not encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail (ACUs) on corner lots in residential areas, thereby building off the character and existing assets of each Project areas community by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Because future ACUs would not be permitted in residential zones under Alternative C, this alternative would not provide additional opportunities for healthy food options and shopping/commercial services accessible within walking or biking distance of peoples' homes (thereby reducing the burden of car ownership and vehicle miles travels), or otherwise increase opportunities for local-serving and small commercial businesses to be located near their local customer base.

Alternative C would continue buildout projections under the County's existing zoning for industrial use. Thus, even with the recently approved Green Zones Program, Alternative C would be less effective at improving land use compatibility with respect to industrial and residential land uses because the Project's proposed Industrial Program would not be implemented; thus, not attracting cleantech research and development or artisan production and custom manufacturing uses, which are typically less polluting and better neighbors to existing non-industrial uses (and, under the Industrial Program, would be subject to additional land use/development standards). Because Alternative C would not implement the Industrial Program to attract new cleaner industrial development or include revisions to Title 22 of the County Code to facilitate new neighborhood-scale commercial uses in residential zones (i.e., ACUs), Alternative C would not help foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth.

Alternative C would not introduce Metro Area Plan policies supporting safe, reliable, equitable, and sustainable transportation network to encourage walking, biking, transit, and other nonautomotive travel to enhance public health and safety. Alternative C would not include policies to facilitate the documentation or enhancement of existing cultural and historic assets that are important to the local community. The Project Objective to incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels would be met by Alternative C.

As the Housing Element identified areas for increased density in transit oriented districts and near existing services (i.e., along existing commercial corridors, etc.), the objective to achieve smart growth principles would also be partially achieved under Alternative C, although not as fully as under the proposed Project conditions, which would also facilitate ACUs (thereby further reducing burden of car ownership by facilitating commercial uses within walking and biking distance of peoples' homes).

6.5.3.3 Comparison of the Effects of Alternative C to the Project

Alternative C would eliminate the environmental impacts associated with the development of ACUs and industrial land uses. However, the mitigation measures set forth in this Recirculated Draft PEIR are not specific to the development of ACUs or industrial land uses and would still be applicable to potential residential and mixed-use development. Therefore, as noted below, although Alternative C could reduce potential environmental impacts to select environmental topics, all of the mitigation measures set forth in this Recirculated Draft PEIR would continue to be required and relevant for residential and mixed-use development under the implementation of Alternative C.

Aesthetics

Under Alternative C, impacts related to the development/redevelopment of proposed industrial candidate parcels and the construction of new ACUs would not occur. Instead, Alternative C would facilitate the development of future housing through the proposed rezoning/redesignation program recommended under the Housing Element, and future development would be implemented in accordance with the existing zoning and land use designation regulations governing visual character and scenic quality. Similar to the proposed Project, under Alternative C, there would be no impacts relative to scenic vistas, and impacts to views from regional riding, hiking, or multi-use trails would be less than significant. Similar to the proposed Project, as there are no designated or eligible state scenic highways in the Project area, Alternative C would not result in impacts to scenic resources along a state scenic highway. Alternative C would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the elimination of industrial development and ACUs. Alternative C would not streamline existing Community Standards District standards under the PASD (proposed under the Project) and would not introduce new development standards applicable to future industrial development under M-0.5 and LSP zones. Under the Industrial Program, future zoning/development standards for the LSP and M-0.5 zones could introduce new regulations applicable to aesthetics, including increased front and side yard setbacks, additional building design requirements (e.g., materials, façade, and windows), building height restrictions, landscaping requirements, and screening/fencing requirements, all of which could contribute the quality and character of future development in these zones. Additionally, the PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness of design and compatibility of new development throughout the Project area. Although Alternative C would have a reduced scope of development potential as compared to the proposed Project, the Project's new, revised, and/or streamlined development standards would help ensure that future development in the Project area would not degrade the existing visual character or quality of public views and would improve and strengthen the regulatory environment governing scenic quality in the Project area. As such, under Alternative C, impacts related to aesthetics would be **more than** the proposed Project.

Agriculture and Forestry Resources

As discussed in Section 4.2 of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and conversion of Farmland to a non-agricultural use. Under Alternative C, impacts associated with the

construction of ACUs and new industrial uses would not occur. However, Alternative C would implement the same rezoning program and facilitate the future development of residential uses, similar to the proposed Project. Impacts related to conflict with existing zoning for agricultural use would be the same as the proposed Project and would be less than significant. Neither Alternative C nor the proposed Project have land designated as an Agricultural Resource Area (ARA) or lands within the Project area under Williamson Act contracts. Similar to the proposed Project, Alternative C would not conflict with existing zoning for forest land, would not result in the loss of forest land, similar to the proposed Project, and would not convert forest land to a non-forest use. Therefore, under Alternative C, impacts related to agriculture and forestry resources would be **similar** to the proposed Project.

Air Quality

Under Alternative C, both industrial and ACU employment generations would not occur as proposed under the Project. Instead, Alternative C would result in the implementation of the Housing Element rezoning program for the Metro Planning Area, thus resulting in the same projections for housing production as the proposed Project. Therefore, significant and unavoidable impacts associated with exceedance in population growth and significant unavoidable cumulatively considerable increases of criteria air pollutants from construction and operation of future development. Due to elimination of ACUs and potential buildout under the Industrial Program, impacts under Alternative C would be **less than** the proposed Project. However, under Alternative C, impacts associated with consistency with the applicable AQMP and would remain significant and unavoidable due to implementation of the Housing Element rezoning/redesignation and anticipated buildout.

Due to continued implementation of the Housing Element's residential and mixed-use rezoning/redesignation, Alternative C would result in similar significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the proposed Project, Alternative C would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of proposed Project implementation. As Alternative C would facilitate the same amount of housing as the Project, impacts under Alternative C would remain significant and unavoidable. However, as TAC emissions would be eliminated for industrial and ACU development under Alternative C, impacts would be **less than** the proposed Project

Similar to the proposed Project, Alternative C would facilitate future construction and operation of future development associated with implementation of the Housing Element's rezoning/redesignation for residential uses. As potential odor impacts are typically associated with commercial and industrial uses, and as Alternative C would primarily facilitate residential development, Alternative C would likely **eliminate the significant and unavoidable** impacts for odor emissions under the Project. Therefore, impacts related to odors under Alternative C would be the **less than** the proposed Project.

Biological Resources

Under Alternative C, future development would occur under the implementation of the Housing Element rezoning/ redesignation program. As described in Section 4.4 of this Recirculated Draft PEIR, no critical habitat has been designated within the Project area or adjacent areas. In addition, no special status wildlife have been recorded in the California Natural Diversity Database (CNDDB) within the queried Project area; no Wildflower Reserve Areas, Significant Ecological Areas, or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; no natural rivers or streams that may serve as habitat for native fish species are located in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or

the surrounding area. Under the proposed Project, significant and unavoidable impacts would occur related to special status plant species recorded within he queried Project Area. As discussed in Section 4.4 of this Recirculated Draft PEIR, any potential impact to special status plant species would be significant. Although the ACU and industrial development potential would be eliminated under Alternative C, the implementation of the Housing Element's rezoning/redesignation program would have the potential to damage or destroy special status plant species through development/redevelopment activities. Therefore, impacts under Alternative C would remain significant and unavoidable. Under both Alternative C and the proposed Project conditions, any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement, would ensure that any future impacts to protected trees would be less than significant under both the Project and Alternative C conditions. Therefore, impacts under Alternative C relative to biological resources would be **similar** to the proposed Project.

Cultural Resources

Similar to the proposed Project, Alternative C would result in the development/redevelopment of properties on sites with the potential occurrence of significant historical, paleontological, and/or archaeological resources, and human remains. As described in Section 4.5 of this Recirculated Draft PEIR, significant and unavoidable impacts would occur due to the increase in development/redevelopment activity and associated increase in ground disturbing activities (e.g., grading, trenching for utilities) associated with construction. The increased density under Alternative C and the proposed Project would create new development potential, which in locations that would not otherwise be disturbed in the Project area, thereby resulting in an increased rate and frequency of ground disturbance and increased potential to inadvertently encounter, damage, or destroy extent cultural resources. Under Alternative C, the scope of the development to occur would be reduced due to the elimination of industrial development and the ACUs in the residential zones when compared to the proposed Project, which would result in reduced potential to damage or destroy a historical structure, and less earth-disturbing activities related to construction (resulting in less impacts to subsurface cultural resources). Therefore, Alternative C would have cultural resources impacts **less than** the proposed Project but would not eliminate the significant and unavoidable impacts.

Energy

Similar to the proposed Project, implementation of Alternative C would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the proposed Project, Alternative C would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative C would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, under Alternative C, all applicable rules and regulations presented in Section 4.6 of this Recirculated Draft PEIR would reduce energy demand and increase energy efficiency related to future residential development, similar to the proposed Project. However, under Alternative C, the scope of the development to occur would be reduced due to the elimination of the Project's Industrial Program and the Project's proposed facilitation of ACUs in residential zones. Elimination of the ACU and Industrial Program components under Alternative C would result in reduced construction-related and operational energy consumption. Thus, impacts under Alternative B would be **less than** those anticipated under the proposed Project.

Geology and Soils

The underlying geologic conditions in the Project area would not change under Alternative C. Any new development under Alternative C would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Alternative C would not increase the potential for such hazards or create new hazards, similar to the proposed Project as discussed in Section 4.7 of this Recirculated Draft PEIR. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under Alternative C, geologic conditions would be similar to the proposed Project due to the Project area's existing conditions. However, as development/redevelopment activity would be reduced under Alternative C due to elimination of the ACU and industrial buildout potential, impacts would be **less than** those anticipated under the proposed Project.

Greenhouse Gas Emissions

Alternative C would generate GHG emissions similar to the proposed Project, but the elimination of the cleaner industrial uses and the ACUs as proposed under the Project would result in a reduction of emissions under Alternative C due to the elimination of the associated construction and operation activities. Under the proposed Project, less than significant impacts would occur related to the generation of GHG emissions. Because Alternative C would eliminate the ACU and industrial buildout potential, but retain the same residential/mixed-use development potential as the proposed Project, the discussion provided in Section 4.8.2.4 under Threshold 4.8-2 would also be applicable to Alternative C. Thus, Alternative C would also be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. While impacts related to a potential conflict with existing regulations would be similar, impacts related to potential GHG emission under this alternative would be **less than** the proposed Project due to the elimination of the buildout potential for ACUs and industrial.

Hazards and Hazardous Materials

At buildout, Alternative C would result in less development potential than what is proposed under the Project due to the elimination of the Industrial Program and the ACUs. As described in Section 4.9, potentially significant and unavoidable impacts from the proposed Project would occur relative to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. All other potential impacts related to hazards and hazardous materials would be less than significant under the proposed Project. Under Alternative C, the scope of development/redevelopment anticipated to occur would be reduced due to the elimination of the "cleaner" industrial uses and the ACUs in the residential zones when compared to the proposed Project. The eliminations of these uses would result in reduced potential for impacts associated with hazards. Because Alternative C would not facilitate build out of ACUs or industrial uses, this alternative would **eliminate the significant and unavoidable** impact related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions.

Hydrology and Water Quality

As discussed in Section 4.10 of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of

pollutant release due to inundation, and consistency with a water quality control plan. Under this alternative, the buildout potential associated with ACUs and industrial use would be eliminated, but buildout associated with implementation of the Housing Element rezoning/redesignation program would be the same as under the proposed Project. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality under both Alternative C and proposed Project conditions. However, under Alternative C, the scope of the development/redevelopment activity anticipated to occur would be reduced due to the elimination of the "cleaner" industrial uses and the ACUs in the residential zones when compared to the proposed Project, which would result in reduced potential for impacts associated with hydrology and water quality. Therefore, impacts under Alternative C would be **less than** those anticipated under the proposed Project.

Land Use and Planning

Alternative C would not result in impacts associated with the physical division of established communities similar to the proposed Project. Additionally, under this alternative, implementation of the Housing Element's rezoning/redesignation program would still occur. As such, this alternative would be consistent with the recently adopted Housing Element for the County. Furthermore, all other impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the proposed Project, as discussed in Section 4.11 of this Recirculated Draft PEIR. Therefore, impacts associated with Alternative C would be **similar** to the proposed Project.

Mineral Resources

As discussed in Section 4.12 of this Recirculated Draft PEIR, the proposed Project would result in less than significant impacts related to the loss of availability of a known regionally- and locally important mineral resource and/or mineral resource recovery site. Under Alternative C, the project would not implement the Industrial Program or facilitate new ACUs. Alternative C would continue to implement the Project's proposed redesignation/rezoning to facilitate additional residential and mixed-use development. However, none of the project components would result in changes to existing regulatory conditions pertaining to available mineral resources or mineral resource extraction in the Project area (i.e., oil, gas, and aggregate). Thus, the discussion Alternative B (see "Mineral Resources" in Sections 6.5.2, above), is also applicable to this alternative, and impacts under Alternative C would be **similar** to the proposed Project.

Noise

Alternative C would not include the future construction of "cleaner" industrial uses or ACUs within the Project area and the operational noise associated with the clean industrial uses and ACUs would not occur. Moreover, overall construction of future development associated with the implementation of Alternative C would be less than the proposed Project. Under the proposed Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operation noise due to operation of ACUs, residential/mixed use, and industrial uses would be significant and unavoidable after application of mitigation measures. Although Alternative C would eliminate impacts associated with the construction and operation of ACUs and industrial uses, impacts would remain significant and unavoidable related to residential construction and construction-related vibration impacts.

Under the proposed Project, areas of West Athens–Westmont are located with the LAX airport 65 dBA CNEL noise contours. As further described in Section 4.13 of this Recirculated Draft PEIR, applicable land use and noise policies, including General Plan Policy LU 7.6 (requiring consistency with airport land use plans), Policy N 1.12 (requiring that land use decisions on parcels adjacent to transportation facilities, including those adjacent to

airports, consider existing and future noise levels of the adjacent transportation facilities), and appropriate review by the Los Angeles County ALUC, would help ensure consistency with the adopted Airport Land Use Compatibility Plans. Alternative C would require the same compliance requirements as the proposed Project, however, elimination of ACUs and industrial uses under Alternative C would reduce potential for exposure of people residing or working in the Project area to excessive noise levels associated with proximity to a public airport or public use airport. For the reasons discussed above, noise impacts under Alternative C would be **less than** the proposed Project.

Population and Housing

As discussed in Section 4.14 of this Recirculated Draft PEIR, and detailed above in Tables 6-3, 6-4, 6-5, the proposed Project would result in significant unavoidable impacts associated with exceedance in population growth from future development facilitated by the proposed Project that was not anticipated in adopted plans (which includes the General Plan, the Willowbrook TOD Specific Plan, and Connect Southwest LA Specific Plan). The growth associated with adopted plans is defined and quantified in Table 6-3, above. Under Alternative C, the Project area would result in similar residential buildout as the proposed Project. The implementation of the Housing Element rezoning/redesignation (i.e., the residential buildout) constitutes the majority of population growth identified for the Project (i.e., an increase of approximately 108,390 people). Because Alternative C would continue to implement the residential buildout identified for the Project, Alternative C would continue to result in substantial unplanned growth, compared to the "planned" population growth for the Project area, which is quantified above in Table 6-3. Therefore, implementation of Alternative C would result in impacts related to population and housing that are **similar** to the proposed Project and would remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative C and the proposed Project. However, like the proposed Project, Alternative C would accommodate substantial development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary indirect impacts associated with displacement would be offset by the anticipated increases in housing production. Therefore, implementation of Alternative C would be **similar** to the less than significant impact determination as the proposed Project related to population and housing.

Public Services

Similar to the proposed Project, Alternative C would exceed population growth for the County's planned buildout, as identified in the General Plan and related TOD specific plans (see Table 6-3, above), which would result in impacts to park services. Impacts relative to fire protection services, Sheriff protection services, school services, and library services would be less than significant. As such, impacts to parks under Alternative C would remain significant and unavoidable because Alternative C would not alter the residential population in the Planning area. The elimination of industrial and ACU related uses would slightly reduce impacts to fire protection services and Sheriff protection services (due to elimination of additional building area and employees). As the residential population growth is the driving factor for library, school, and park impacts, these impacts would remain **similar** to the proposed Project. All other impacts would be **less than** the proposed Project.

Recreation

Similar to the proposed Project, Alternative C would result in population growth that exceeds planned buildout projections for population in the Project area. Because Alternative B would not alter the increase in residential population anticipated to occur as a result of implementation of the Housing Element rezoning/redesignation

program, impacts under Alternative B related to substantial physical deterioration of recreation facilities would be **similar** to the Project, and would remain significant and unavoidable. Because the elimination of ACUs and the Industrial Program would not reduce the residential population growth anticipated to occur under Alternative C, the construction or expansion of parks, which might have an adverse physical effect on the environment, would be **similar** to the proposed Project.

Transportation

Implementation of Alternative C would not conflict with an applicable plan, ordinance, or policy addressing the circulation system. Alternative C would not facilitate development of the "cleaner" industrial uses and ACUs, which would bring employment closer to the residences and would reduce VMT with alternative modes like walking within the immediate vicinity of residential neighborhoods. Employee VMT associated with the proposed Industrial Program components would be greater under the proposed Project than under Alternative C. Although the Project area represents a jobs-poor community under existing conditions, Los Angeles County as a whole is a jobs-rich area. As such, daily VMT per service population under this alternative would decrease when compared to proposed Project by providing more housing opportunities and reducing employment, and also reducing the jobs-housing balance. Therefore, impacts related to the consistency with CEQA Guidelines section 15064.3, subdivision (b) would be **less than** the proposed Project. This alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the proposed Project. Future development associated with this alternative would be analyzed on an individual basis prior to project approval. Therefore, impacts related to potential transportation design hazards would be the **similar** to the proposed Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Recirculated Draft PEIR, potential impacts were found to be significant and unavoidable. The development/redevelopment associated with industrial uses and the ACUs would be eliminated under Alternative C. Therefore, the likely rate and frequency of development under Alternative C would be reduced, which would reduce potential ground-disturbing activities associated with the construction and would result in a reduced potential for impacts to tribal resources. As Alternative C would result in a reduced development potential and less associated ground disturbing activity when compared to the proposed Project, potential impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **less than** the proposed Project.

Utilities and Service Systems

As discussed in Section 4.19 of this Recirculated Draft PEIR, the proposed Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. All other impacts related to utilities and service systems, including the availability of sufficient water supplies, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the proposed Project. Under Alternative C, future development would be reduced due to the elimination of the proposed Industrial Program and the ACUs, which would result in decreased service areas demands for water supply, water and sewer infrastructure, sewage generation, and solid waste generation. As such, impacts under Alternative C would be **less than** the proposed Project.

Wildfire

Alternative C would not change the Project area's boundaries as proposed under the Project and discussed in Section 4.20 of this Recirculated Draft PEIR. Under the proposed Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. However, Alternative C would result in reduced commercial and industrial development/redevelopment potential within East Los Angeles, portions of which are near lands classified as very high fire hazard severity zones. Therefore, Alternative C would (indirectly) expose less people or structures to risks involving wildland fire. As such, under Alternative C, impacts would be **less than** the proposed Project.

6.6 Summary of Alternatives to the Proposed Project

To summarize these Project alternatives, as suggested in CEQA Section 15126.6(d), a matrix was prepared to summarize and compare the impacts of each Project alternative where significant and unavoidable impacts would occur (see Table 6-6). In addition, Table 6-7 compares the alternatives in terms of whether they meet the Project objectives.

Table 6-6. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Proposed Project	Alternative A – No Project/ Current Buildout According to Adopted Plans	Alternative B – Elimination of Accessory Commercial Units (ACUs)	Alternative C – Housing Element/ RHNA Only
4.1 Aesthetics	LTS	▲	=	▲
4.2 Agriculture and Forestry Resources	LTS	=	=	=
4.3 Air Quality	SU	Eliminate	=	Eliminate
4.4 Biological Resources	SU	▼	=	=
4.5 Cultural Resources	SU	▼	=	▼
4.6 Energy	LTS	▼	=	▼
4.7 Geology and Soils	LTS	▼	=	▼
4.8 Greenhouse Gas Emissions	LTS	▼	=	▼
4.9 Hazards and Hazardous Materials	SU	Eliminate	=	Eliminate
4.10 Hydrology and Water Quality	LTS	▼	=	▼
4.11 Land Use and Planning	LTS	▲	=	=
4.12 Mineral Resources	LTS	=	=	=
4.13 Noise	SU	▼	=	▼
4.14 Population and Housing	SU	▼	=	=
4.15 Public Services	SU	▼	=	=

Table 6-6. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Proposed Project	Alternative A – No Project/ Current Buildout According to Adopted Plans	Alternative B – Elimination of Accessory Commercial Units (ACUs)	Alternative C – Housing Element/ RHNA Only
4.16 Recreation	SU	▼	=	=
4.17 Transportation	LTS	▼	=	▼
4.18 Tribal Cultural Resources	SU	▼	=	▼
4.19 Utilities and Service Systems	SU	Eliminate	=	▼
4.20 Wildfire	LTS	▼	=	▼

= Alternative is likely to result in similar impacts when compared to Project.
▼ Alternative is likely to result in reduced impacts when compared to Project.
▲ Alternative is likely to result in greater impacts when compared to Project.
LTS = less than significant impact; SU = Significant Unavoidable impact

Table 6-7. Alternatives Comparison for Project Objectives

Objective	Proposed Project	Alternative A – No Project/ Current Buildout According to Adopted Plans	Alternative B – Elimination of Accessory Commercial Units (ACUs)	Alternative C – Housing Element/ RHNA Only
1. Advance smart growth principles to create communities that are that are more sustainable where people of all ages can live, work, play, and run errands without the burden of car ownership.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Substantially Reduced Ability to Meet Objective
2. Provide for a diversity of neighborhoods, residential densities, safe and sanitary housing types, healthy food options, recreation, public facilities, and shopping/ commercial services to meet the needs of the communities.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Reduced Ability to Meet Objective

Table 6-7. Alternatives Comparison for Project Objectives

Objective	Proposed Project	Alternative A – No Project/ Current Buildout According to Adopted Plans	Alternative B – Elimination of Accessory Commercial Units (ACUs)	Alternative C – Housing Element/ RHNA Only
3. Provide a safe, reliable, equitable, and sustainable transportation network to encourage walking, biking, transit, and other nonautomotive travel to enhance public health and safety. A decrease in vehicle miles traveled and corresponding reduction in greenhouse gas emissions would improve air quality.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Reduced Ability to Meet Objective
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. Support design elements to improve land use compatibility between industrial and residential land uses that are in close proximity to each other.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Substantially Reduced Ability to Meet Objective
5. Further opportunities to preserve and enhance existing cultural and historic resources that are important to the local community by documenting existing historic context and resources.	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Substantially Reduced Ability to Meet Objective
6. Incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels.	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Meets Objective

Table 6-7. Alternatives Comparison for Project Objectives

Objective	Proposed Project	Alternative A – No Project/ Current Buildout According to Adopted Plans	Alternative B – Elimination of Accessory Commercial Units (ACUs)	Alternative C – Housing Element/ RHNA Only
7. Increase opportunities for local-serving and small commercial businesses to be located near their local customer base.	Meets Objective	Substantially Reduced Ability to Meet Objective	Substantially Reduced Ability to Meet Objective	Substantially Reduced Ability to Meet Objective

6.7 Environmentally Superior Alternative

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (CEQA Guidelines Section 15126.6[e][2]).

As shown in Table 6-6, Alternative A would result in reduced environmental impacts to more environmental topics as compared to Alternatives B and C, including reduced impacts to biological resources, noise, population and housing, recreation, and utilities and system services (which would not be reduced under any other Alternative). Alternative A, which would continue implementation of the County's General Plan and other approved planning documents, would result in reduced environmental impacts due elimination of the population growth associated with the Housing Element rezoning/redesignation program, elimination of the ACU program, and elimination of the Industrial Program. Without the implementation of the Housing Element, Alternative A would result in greater land-use/planning impacts as compared to the proposed Project due to inconsistency with State Housing Element Law, and greater aesthetic impacts due to elimination of the PASD and additional development standards applicable to ACUs (as well as future standards that may be applicable to the Industrial Program) in the Project area. Nevertheless, the reduction in housing production, ACU development, and industrial development/redevelopment under Alternative A would result in a more environmentally superior alternative when compared to the proposed Project, Alternative B, or Alternative C due to the elimination of significant and unavoidable impacts (related to air quality and hazards and hazardous materials) and other reduced environmental impacts (specifically, reduced impacts related to biological resources, cultural resources, energy, geology and soils, greenhouse gas, hydrology and water quality, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and wildfire).

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

Because Alternative B would continue implementation of the Housing Element rezoning/redesignation and Industrial Program, this alternative would facilitate population and employment growth similar to the proposed Project. Implementation of Alternative B would eliminate the introduction of ACUs into the Project area. However, development/redevelopment activity and projected employment growth associated with the ACU program would be relatively minor (i.e., 106 total ACUs and 176 additional employees) when compared to the anticipated growth related to implementation of the Housing Element's rezoning/redesignation and Industrial Program. Therefore, Alternative B would result in similar impacts compared to the proposed Project for all environmental topic areas and would not eliminate any significant unavoidable impacts associated with Project implementation.

Under Alternative C, impact determinations would be reduced as compared to the proposed Project for the following topic areas: air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, transportation, tribal cultural resources, utilities and system services, and wildfire. The proposed Project would result in significant and unavoidable impacts for air quality, biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems. Alternative B would not eliminate any significant unavoidable impacts, whereas Alternative C would eliminate the significant and unavoidable impacts associated with the Project related to air quality and hazards and hazardous materials. Alternative C would (1) eliminate significant and unavoidable impacts and/or (2) further reduce Project impacts which were found to be significant and unavoidable or less than significant under the proposed Project. Therefore, when compared to both the proposed Project and Alternative B, Alternative C would be the environmentally superior alternative.

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