

**CERTIFIED**  
**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
**APRIL 2, 2019**

**SPECIFIC PLAN AMENDMENT 2018-03 PROJECT**  
**FINAL DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
December 18, 2018

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## DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

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**Project Title:** Specific Plan Amendment 2018-03

**Project Location:** APN: 6169-002-001, 6169-002-904, 6169-002-905, 6169-001-001, 6169-001-002, 6169-001-008, 6169-002-004, 6169-002-005, 6169-002-008, Caltrans No. 058-165-01-01, and one Right of Way in Lynwood, Los Angeles County

**Project Description:**

Amendment to the Lynwood Transit Area Specific Plan to consistently zone all parcels within the project area from Industrial, Open Space, and Residential to West Town Center to create a zone that allows for various uses with the purpose of adding housing units and commercial/retail services to serve the community. The subject site is divided between two clusters of parcels. The Alameda Triangle portion is located easterly adjacent to Alameda Street between Fernwood Avenue and Imperial Highway. The smaller portion is located across the Triangle, south of and adjacent to the intersection of Fernwood Avenue and Imperial Highway. Total subject site is comprised of 12 parcels totaling approximately 13.8 acres.

The proposed Specific Plan Amendment would allow for the development of approximately 632 units of housing consisting of market rate townhomes, affordable and market rate apartments, and approximately 25,000 square feet of commercial and/or retail space. The opportunity to vacate Alameda between Fernwood Ave. and Imperial Hwy will also be explored. Approximately 5.6 acres will be developed with approximately 400 market-rate residential units. The development will also include approximately 120 affordable residential units and approximately 112 townhomes. Potential on-site community amenities will include a clubhouse for social engagements, offices to house governmental services, a health care center, a career services center, and an on-site daycare facility. The market rate apartments will include on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to of five floors maximum. The townhomes will be up to three floors maximum. At the highest portion of the site, the building maximum height will be six levels above grade.

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# 1. EXECUTIVE SUMMARY

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## INTRODUCTION

This Draft Supplemental Environmental Impact Report (Draft SEIR or SEIR) addresses environmental effects associated with implementation of the Project. The California Environmental Quality Act (CEQA) requires that local government agencies consider environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decisions. An EIR does not recommend either approval or denial of a proposed project; rather, it is intended to provide a source of independent and impartial analysis of foreseeable environmental impacts of a proposed course of action.

In this case, the City of Lynwood (“City”), as Lead Agency, determined that an SEIR should be prepared for the Project.

This Draft SEIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Sections 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15000, et seq.). The overall purpose of this Draft SEIR is to inform City decision makers and the general public whether changes to the Lynwood Transit Area Specific Plan (Specific Plan) or a change in circumstances would result in any new significant impacts or an increase in severity of significant impacts of the Adopted Specific Plan. The Adopted Specific Plan is the “baseline” for the analysis in this Draft SEIR and was used to evaluate the potential impacts of the Project. The City, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including, without limitation, by relying on applicable City technical personnel and review of all technical sub-consultant reports.

Data and other information for this Draft SEIR were obtained from previous environmental documentation; onsite field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data and similar literature; and specialized environmental assessments (e.g., air quality analysis, GHG emissions analysis, noise analysis, and traffic impact analysis).

## 1.2 ENVIRONMENTAL PROCEDURES

This Draft SEIR has been prepared pursuant to CEQA to assess environmental effects associated with implementation of the Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce environmental damage.
3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. To disclose to the public reasons for agency approval of projects with significant environmental effects.
5. To foster interagency coordination in the review of projects.
6. To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project subject to its discretionary authority. Before approving a proposed project, the lead agency must consider information in the EIR; determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines; determine that the EIR reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a Statement of Overriding Considerations if the project would result in significant impacts that cannot be avoided.

### 1.2.1 EIR Format

This Draft SEIR has been formatted as described below.

**Chapter 1. Executive Summary:** Summarizes the background and description of the Project, the format of this SEIR, Project alternatives, any critical issues remaining to be resolved, and potential environmental impacts and mitigation measures identified for the Project.

**Chapter 2. Introduction:** Describes the purpose of this SEIR, background on the Project, the Notice of Preparation, the use of incorporation by reference, and Draft SEIR certification.

**Chapter 3. Environmental Setting:** A description of the physical environmental conditions in the vicinity of the Project as they existed at the time the Project was initiated, from both a local and regional perspective. Because this is an SEIR, the baseline used for the analyses is the Adopted Specific Plan, as described in Chapter 2 of this Draft SEIR. The information in this section updates the existing conditions since certification of the previous environmental documentation.

**Chapter 4. Project Description:** A detailed description of the Project, the objectives of the Project, the Project area and location, approvals anticipated to be included as part of the Project, necessary environmental clearances for the Project, and intended uses of this SEIR.

**Chapter 5. Environmental Analysis:** For each environmental topic analyzed, provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Project; the existing environmental setting; the potential adverse and beneficial effects of the Project; the level of impact significance before mitigation; the mitigation measures for the Project; the level of significance of the adverse impacts of the Project after mitigation is incorporated; and the potential cumulative impacts associated with the Project and other existing, approved, and proposed development in the area. Bibliographical references and individuals cited for information sources and technical data are footnoted throughout this document.

**Chapter 6. Significant Unavoidable Adverse Impacts:** Describes the significant unavoidable adverse impacts of the Project.

**Chapter 7. Impacts Found Not to Be Significant:** Briefly describes potential impacts of the Project that were determined not to be significant and therefore were not discussed in detail in Chapter 5 of this SEIR.

**Chapter 8. Organizations and Persons Consulted:** Lists the people and organizations that were contacted during preparation of this SEIR for the Project.

**Chapter 9. Qualifications of Persons Preparing SEIR:** Lists the people who prepared this SEIR for the Project.

**Chapter 10. Bibliography:** Technical reports and other sources used to prepare this SEIR.

**Appendices:** The appendices for this document (in PDF format on a CD attached to the front cover) contain the supporting documents for the LTASP Amendment/Veterans Village Project.

## 1.2.2 Type and Purpose of This SEIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This SEIR analyzes changes to the adopted LTASP (Specific Plan Amendment) and Veterans Village, a site-specific development in the LTASP area, that are being proposed by the Project. Since the EIR for the Adopted Specific Plan, a number of changes have occurred that require supplemental analysis to update the EIR, including the following.

- ~~The Specific Plan Amendment was prepared, resulting in changes to the Specific Plan land uses in the West Town Center Neighborhood~~
- ~~New development project—Veterans Village component of the Project.~~
- The Specific Plan Amendment was prepared, resulting in updates and clarifications to the existing regulations and guidelines as well as amendments that would include, but not be limited to, increasing building heights and reducing private and common open space requirements.
- New version of the Air Quality Management Plan was published (2016).
- New edition of the ITE Trip Generation Manual was published (10th edition).
- Air Quality, Greenhouse Gas Emissions, construction noise, and Tribal Cultural Resources were not adequately analyzed.
- New development project: Veterans Village Residences/Commercial Project.

CEQA dictates the requirements to determine when a supplemental or subsequent EIR is needed for changes being made to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis in an EIR, or even in a negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA Section 21166 provides that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency” unless one of three circumstances apply: (1) substantial changes to the approved project will require major revisions to the certified EIR, (2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or (3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available (CEQA § 21166).

The factors used to evaluate whether a subsequent or a supplemental EIR should be prepared are set forth in CEQA Guidelines 15162 and 15163 and relate to whether "major changes" to the EIR are required. CEQA Guidelines Section 15162 clarifies what constitute major changes to the EIR. According to that section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines § 15162, subd. (a)(1), (a)(2); see also, *id.*, subd. (a)(3)(A), (a)(3)(B)).

- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative" (id., subd. (a)(3)(C)).
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative" (id., subd. (a)(3)(D)).

This Draft SEIR discloses environmental effects that were not previously specifically identified in the 2016 EIR or the 2018 LTASP/Plaza Mexico Residences SEIR because the scale of the Veterans Village component was not known at that time. However, the Draft SEIR does not identify any substantial increase in the severity of previously identified significant effect or new identified effects of the Project as compared to the Adopted Specific Plan.

This Draft SEIR supplements the analyses in the certified 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico Residences SEIR. Section 15163 of the CEQA Guidelines provides as follows.

- (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
  - 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
  - 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or draft EIR.
- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the certified 2016 LTASP EIR by reference.
- Incorporates the certified LTASP Amendment/Plaza Mexico Residences SEIR by reference.
- Contains information necessary to make the Draft EIR adequate for the Project.
- Evaluates the potential environmental impacts of the changes to the Adopted Specific Plan and a full analysis of the Veterans Village component of the Project.

- Updates, where necessary, information relating to the resources in the vicinity of the Project site that may be affected by the Project.

The proposed changes to the Adopted Specific Plan are summarized in the *Project Summary* Section of this Chapter, and more fully described in Chapter 3 (Project Description) of this Draft SEIR. The analysis in this Draft SEIR confirms that the Draft EIR is adequate for the Project, with the updated information contained herein.

## **1.3 PROJECT LOCATION**

The 315-acre LTASP is in an urbanized area in the western portion of the City of Lynwood in Los Angeles County, California. Lynwood is bordered by the cities of Los Angeles to the west, Compton to the south, Southgate to the north, and Paramount to the east. The LTASP area encompasses properties along Long Beach Boulevard, from Virginia Avenue to Norton Avenue; Imperial Highway, from Alameda Street to Martin Luther King Boulevard; the Plaza Mexico shopping center; the Long Beach Boulevard Green Line Station and Long Beach Boulevard/I-105 ramps; the industrial uses along Alameda Street, just south and north of the I-105; the St. Francis Medical Center; and existing residential and commercial uses along Beechwood Avenue, Sanborn Avenue, Mulford Avenue, and California Avenue.

The Veterans Village component of the Project site is divided between two clusters of parcels located generally northwest of the I-105 and I-710 interchange. The Alameda Triangle portion of the Veterans Village component is located easterly adjacent to Alameda Street between Fernwood Avenue and Imperial Highway. The small portion of the Veterans Village component is located in the southeast corner of the Fernwood Avenue/Imperial Highway intersection. This parcel abuts the I-105 freeway.

## **1.4 PROJECT SUMMARY**

### **1.4.1 Adopted Lynwood Transit Area Specific Plan**

The LTASP includes policies and development standards to guide the development of future transit-oriented communities in the approximately 315-acre project area. The LTASP establishes the land use plans, development standards, regulations, infrastructure improvement requirements, building design and landscaping guidelines, streetscape improvement guidelines, parking and enhanced mobility strategies, financing strategies, and implementation programs on which subsequent, project-related development is founded, such as the Veterans Village component of the Project. In addition, the LTASP facilitates transit-oriented community design by including opportunity sites within 0.5 mile of the Metro Green Line Station and 0.5 mile of the Alameda Street and Imperial Highway bus corridors, and by promoting complete streets, expanded transit services, and enhanced pedestrian and bicycle linkages throughout the area.

Full implementation of the LTASP during the 25-year planning horizon would increase density and intensity of existing land uses, as shown in Table 1.

**Table 1 Specific Plan Buildout**

<b>Land Use/Zoning Designation</b>	<b>Residential Units</b>	<b>Commercial Square Footage</b>	<b>Limited Industrial Square Footage</b>	<b>Hotel Units</b>
Town Center District (TC)	2,500	950,000	--	350
Corridor Mixed-Use 1 (CMU-1)	500	100,000	--	--
Corridor Mixed-Use 2 (CMU-2)	300	100,000	--	--
Industrial (I)	--	--	750,000	--
St. Francis Medical (SFM)	100	45,000	--	--
Transit Station (TS)	--	5,000	--	--
Residential (R)	100	--	--	--
Open Space (OS)	--	--	--	--
<b>GRAND TOTAL</b>	<b>3,500</b>	<b>1,200,000</b>	<b>750,000</b>	<b>350</b>

Amendments to the Specific Plan would include only land use changes in the West Town Center Neighborhood that would change existing Industrial, Commercial and Open Space designated areas to “Town Center District,” which would allow residential and commercial uses.

### **1.4.2 Veterans Village Residential/Commercial Development**

The project applicant (City of Lynwood) is proposing to develop the Veterans Village Project. The development consists of as many as 632 multi-family residential units and as much as 25,000 square feet of commercial uses. The opportunity to vacate Alameda Avenue between Fernwood Avenue and Imperial Highway also will be explored at a future date.

Approximately 5.6 acres will be developed with approximately 400 market-rate residential units. The development also will include approximately 112 townhomes and approximately 120 affordable apartment units. Potential on-site community amenities will include a clubhouse for social engagements, offices to house governmental services, a health care center, a career services center, and an on-site daycare facility.

The market rate apartments will include on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to of five floors maximum. The townhomes will be up to three floors maximum. At the highest portion of the site, the building maximum height will be six levels above grade.

## **ISSUES TO BE RESOLVED**

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the lead agency as to the following.

1. Whether this SEIR adequately describes the environmental impacts of the Modified Project.
2. Whether the benefits of the Project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed Veterans Village development is compatible with the character of the existing area.
4. Whether the identified goals, policies, or Mitigation Measures should be adopted or modified.
5. Whether there are other Mitigation Measures that should be applied to the Project other than, or in addition to, Mitigation Measures identified in the SEIR.
6. Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

## **SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Table 2 summarizes the conclusions of the environmental analysis contained in this SEIR as those conclusions pertain to identified Significant Impacts and the related Mitigation Measures are identified. The level of significance after implementation of the Mitigation Measures is also presented.

**Table 2 Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>AESTHETICS</b>			
<p><b>Impact:</b> Create new source of light and glare that adversely affects day or nighttime views in area</p>	<p>Less Than Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b>                      No Mitigation Measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project Certified SEIR</b>                      No Mitigation Measures were identified in the 2018 LTASP/Plaza Mexico Residences Project SEIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b>  <b>AE-1:</b> All Veterans Village component of the Project exterior and security lighting shall be confined to the Project site to avoid casting light or glare onto adjacent properties. Prior to issuance of an Electric Permit, the Applicant shall submit a Lighting and Photometric Plan that provides evidence of this Mitigation and shall obtain approval of such Plan by the Director of Development Compliance and Enforcement Services.</p>	<p>Less Than Significant</p>
<b>AIR QUALITY</b>			
<p><b>Impact:</b> Conflict with or obstruct implementation of the applicable air quality plan pertaining to non-attainment area for Ozone and Particulate Matter</p>	<p>Less Than Significant</p>	<p>No Mitigation is available</p>	<p>Significant and Unavoidable</p>
<p><b>Impact:</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b>                      No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 Modified Project</b></p> <p><b>AQ-1.</b> Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), the project applicant shall submit a construction-related air quality study that evaluates potential regional project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing regional air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.</p>	<p>Significant and Unavoidable</p>

<p><b>Impact:</b> 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).</p>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <hr/> <p><b>Additional Mitigation Measures for the 2018 Modified Project</b> Implementation of Mitigation Measure AQ-1.</p>	<p>Significant and Unavoidable</p>
<p><b>Impact:</b> Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable</p> <p><del><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> AQ 4(a) Health Risk Assessment. If a future development project locates sensitive receptors within 500 feet of the I-105 Freeway or other roadway corridor identified by the City of Lynwood as a potential source of substantial toxic air contaminants, the project applicants shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine exposure of project residents/occupants/users to stationary and mobile (e.g. cars and trucks) sources of air pollution prior to the issuance of a demolition, grading, or building permit. The HRA shall be submitted to the City of Lynwood for review and approval. The project applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.</del></p> <p><del>AQ 4(b) Air Quality Health Risk Reduction. As determined necessary by a Health Risk Assessment to reduce health risks from poor air quality, future project applicants shall implement the following features that have been found to reduce air quality risks to sensitive receptors and these measures may be included in future project construction plans. These measures shall be submitted to the City of Lynwood for review and approval prior to the issuance of a demolition, grading, or building permit.</del></p> <p><del>1. Do not locate sensitive receptors near distribution centers' entry and exit points.</del></p> <p><del>2. Do not locate sensitive receptors in the same building as perchloroethylene dry cleaning facilities.</del></p> <p><del>3. Maintain a 50 foot buffer from a typical gas dispensing facility (under 3.6 million gallons per year).</del></p> <p><del>4. Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building(s), or in each individual residential unit, that meets the efficiency standards of the MERV 13. The HV system should include the following features: (1) installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters should be used. (2) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. (3) Maintain positive air pressure in the building. (4) Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. (5) Achieve a performance standard of at least 4 air exchanges per hour of recirculation. (6) Achieve a performance standard</del></p>	<p>Significant and Unavoidable</p>

		<p><del>of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.</del></p> <p><del>AQ-4(c) HV System Repair and Maintenance. Future project developments shall maintain, repair and/or replace the HV system, or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual should include the operating instructions and maintenance and replacement schedule. This manual should be included in the CC&amp;R' s for residential projects and distributed to the building maintenance staff. In addition, the project developer may prepare a separate Homeowners Manual. The manual should contain the operation instructions and maintenance and replacement schedule for the HV system and the filters. It should also include a disclosure to the buyers of the air quality analysis and findings.</del></p> <p><del>AQ-4(d) Establish Appropriate Buffers. To the maximum extent practicable, the City of Lynwood should ensure that private (individual and common) exterior open space, including playgrounds, patios, and decks, be either shielded from sources of air pollution by buildings or otherwise buffered to further reduce air pollution for users and/or occupants.</del></p> <p><del>AQ-4(e) Establish Landscape Buffers. As applicable and feasible, future project applicants shall plant appropriate vegetation to reduce PM10/PM2.5 when constructing a sensitive receptor within 500 feet of freeways and high traffic volume roadways generating substantial diesel particulate emissions.</del></p> <p><b>Additional Mitigation Measures for the 2018 Modified Project the 2018 LTASP/Plaza Mexico Residences Project SEIR</b></p> <p><b>LTASP</b> Implementation of Mitigation Measure AQ-1.</p> <p><b>AQ-2.</b> Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) and are within 25 meters (82 feet) of a sensitive land use, the project applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.</p> <p>Plaza Mexico Residences Development</p> <p><b>AQ-3.</b> The construction contractor shall install Level 2 Diesel Particulate Filters (DPF) on off-road construction equipment used during ground disturbing activities. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for use of Level 2 DPF or higher emissions</p>	
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standards for equipment used during ground disturbing activities. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Lynwood. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

**AQ-4.** Prior to the issuance of construction permits, the construction contractor shall prepare and submit to the City of Lynwood a fugitive dust control plan, which shall note (1) the requirement to water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day during the entirety of the construction duration; and (2) the requirement to apply dust suppressants (e.g., polymer emulsion) to disturbed areas. The watering and dust suppressant requirements shall be in addition to the existing requirements for fugitive dust control under South Coast Air Management District Rule 403. The City of Lynwood Building & Safety Services Department shall verify that this measure is implemented during normal construction site inspections.

**Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR**

**AQ-5:** The following standard conditions shall be applicable to the Project to reduce potential construction (short-term) emissions impacts to less than significant levels.

- The Project site shall be watered up to three times per day during construction-related activities to limit dust emissions from construction or demolition related disturbances of soil, wind-driven fugitive dust, and dust generated from unpaved parking lots and roads.
- The SCAQMD requires installation of wind-fence and covering of outdoor storage piles to limit dust emissions from storage and handling of bulk materials.
- The SCAQMD requires truckload covers, wheel washing, and street sweeping to control and clean up mud and dirt that adhere to vehicles and vehicle tires and is carried from a construction site and deposited onto a paved public road.
- The Applicant shall ensure that contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
- No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than three minutes in a 60-minute period.

**AQ-6:** The following standard conditions shall be applicable to the Project to reduce potential operational (long-term) emissions impacts to less than significant levels.

- The Project contractors will ensure all diesel trucks and equipment are not left to idle for longer than five minutes.
- Construction staging and queuing will be prohibited from taking place within a public right-of-way.
- Construction equipment shall utilize alternative clean burning fuels such as CNG or bio-diesel when feasible.

<b>CULTURAL RESOURCES</b>			
		Refer to Tribal Cultural Resources Section	
<b>GEOLOGY AND SOILS</b>			
<b>Impact:</b> Exposure of people or structures to potential substantial adverse effects from rupture of an earthquake fault, strong ground shaking, seismic-related ground failure (including liquefaction), landslides	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No Mitigation Measures required</p>	Less Than Significant
<b>Impact:</b> Soil erosion impacts	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No Mitigation Measures required</p>	Less Than Significant
<b>Impact:</b> Location of Project on unstable geologic unit or unstable soil; or, Project-caused soil to become unstable	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No Mitigation Measures required. However, Preliminary Geotechnical Investigation contains recommendations that pertain to the following and that are defined comprehensively in the Preliminary Geotechnical Investigation</p> <ul style="list-style-type: none"> <li>• Grading</li> <li>• Sub-Surface Soil Preparation</li> <li>• Scarification</li> <li>• Import and Fill Material Usage</li> <li>• Trench Excavation and Backfill</li> <li>• Pavement</li> <li>• Structural Mat Foundation</li> </ul>	Less Than Significant

		<ul style="list-style-type: none"> <li>• Bearing Capacity</li> <li>• Short-Term Seismic or Wind Loads</li> <li>• Seismic</li> <li>• Retaining Walls</li> <li>• Slabs-on-Grade</li> <li>• Pre-saturation</li> <li>• Cement Type</li> <li>• Settlement</li> <li>• Temporary Shoring/Bracing</li> <li>• Surface Drainage</li> <li>• Planters and Rood Drains</li> <li>• Geotechnical Observation and Testing</li> <li>• Foundation Plan Review</li> </ul>	
<b>Impact:</b> Project location on expansive soil, creating substantial risks to life or property	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No Mitigation Measures required</p>	Less Than Significant
<b>Impact:</b> Project site have soils incapable of supporting use of septic tanks or alternative waste water disposal systems where sewer systems not available	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No Mitigation Measures required</p>	Less Than Significant
<b>GREENHOUSE GAS EMISSIONS</b>			
<b>Impact:</b> Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 Modified Project</b></p>	Significant and Unavoidable

		<p>No additional measures are available that would reduce long-term operational phase impacts</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional measures are available that would reduce long-term operational phase impacts</p>	
<p><b>Impact:</b> Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases</p>	Less than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 Modified Project</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<p><b>Impact:</b> Creation of significant hazard to public or environment through routine transport, use or disposal of hazardous materials</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<p><b>Impact:</b> Creation of significant hazard to public or environment through upset and accident conditions involving hazardous materials</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<p><b>Impact:</b> Emit hazardous emissions or hazardous materials, substances or wastes within one-quarter mile of a school</p>	Potentially Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b></p>	Less Than Significant

		<p>None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b>  <b>HH-1:</b> Prior to approval of a Site Development Plan for the Veterans Village component of the Project, the Applicant shall conduct additional soil vapor sampling at 5 feet and 15 feet below ground surface to delineate the horizontal extent of soil vapor impacts to below the commercial screening level.  <b>HH-2:</b> The Applicant must provide a Phase 1 Hazards Assessment to the Director of Public Works and the Director of Development Compliance for their approval prior to approval of a Site Development Plan for the Veterans Village component of the Project.</p>	
<b>Impact:</b> Project location on hazardous materials site	Potentially Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b>  <b>HH-1:</b> Prior to approval of a Site Development Plan for the Veterans Village component of the Project, the Applicant shall conduct additional soil vapor sampling at 5 feet and 15 feet below ground surface to delineate the horizontal extent of soil vapor impacts to below the commercial screening level.  <b>HH-2:</b> The Applicant must provide a Phase 1 Hazards Assessment to the Director of Public Works and the Director of Development Compliance for their approval prior to approval of a Site Development Plan for the Veterans Village component of the Project.</p>	Less Than Significant
<b>Impact:</b> Project result in safety hazard if site within airport land use plan or within 2 miles of public airport	No Impact	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Project result in safety hazard for people residing or working in Project area if Project is within vicinity of private airstrip	No Impact	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p>	Less Than Significant

		<p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	
<p><b>Impact:</b> Project impair or interfere with adopted emergency response plan or emergency evacuation plan</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> None</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<p><b>Impact:</b> Project exposure of people or structures to significant risk of loss, injury or death involving wildland fires</p>	No Impact	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>HYDROLOGY AND WATER QUALITY</b>			
<p><b>Impact:</b> Violation of water quality standards or waste discharge requirements</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<p><b>Impact:</b> Substantially deplete groundwater supplies or interfere with groundwater recharge</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b></p>	Less Than Significant

		No additional Mitigation Measures are required.	
<b>Impact:</b> Substantially alter drainage pattern of site through alteration of course of stream or river, causing substantial erosion or siltation	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Substantially alter drainage pattern of site or substantially increase rate or amount of surface runoff, resulting in flooding on-site or off-site	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Create or contribute runoff water that would exceed capacity of existing/planned stormwater drainage system or provide additional sources of polluted runoff	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Otherwise substantially degrade water quality	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Place housing within 100-year	No Impact	<b>Applicable Mitigation Measures from the 2016 Certified EIR</b>	Less Than Significant

flood hazard area		<p>No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	
<b>Impact:</b> Place structures within a 100-year flood hazard area and thereby impede or redirect flood flows	No Impact	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Expose people or structures to loss, injury or death involving flooding, including as result of dam or levee failure	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>Impact:</b> Project result in inundation by seiche, tsunami, or mudflow	No Impact	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less Than Significant
<b>LAND USE AND PLANNING</b>			
<b>Impact:</b> Project divides established community	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p>	Less than Significant

		<p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	
<p><b>Impact:</b> Project conflicts with applicable land use plan, policy or regulation of agency with jurisdiction over the Project adopted for purpose of avoiding or mitigating environmental effect</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<p><b>Impact:</b> Project conflict with applicable habitat management plan or natural community conservation plan</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures were identified in the 2016 Certified EIR</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additional mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>Noise</b>			
<p><b>Impact:</b> Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	Less Than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><del>N-3(a) Design of Outdoor Living Spaces Future exterior balconies and other outdoor living spaces shall be sited away from or removed from facades facing Imperial Highway and Long Beach Boulevard frontages, where feasible.</del></p> <p><del>N-3(b) Sound Transmission Class (STC) 30 Windows and Doors All residential structures in the Plan Area designed to face Imperial Highway or Long Beach Boulevard should include windows and exterior doors that have a minimum STC rating of 30 STC or higher. Exterior doors should be solid core and have weather stripping installed.</del></p> <p><del>N-3(c) Sound Transmission Class (STC) 45 Wall Assemblies All residential structures in the Plan Area designed to face Imperial Highway or Long Beach Boulevard should include exterior wall assemblies should have a STC rating of 45 or higher.</del></p>	Less than Significant

		<p><del>N-3(d) Acoustical Analysis and Design Mitigation</del>  Residential developers shall retain a professional acoustical consultant to conduct acoustical analysis as part of the design process and the recommendations of the acoustical analysis shall be incorporated into project design. This will assure that the City's interior noise level standards are achieved. Noise reduction measures that may be required for future development may include but would not be limited to:</p> <ul style="list-style-type: none"> <li><del>☐ Sound barriers, including sound walls</del></li> <li><del>☐ To avoid secondary aesthetic impacts, long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms.</del></li> <li><del>☐ Site layout, including setbacks, open space separation, orientation of outdoor activity areas away from roadways, and shielding of noise sensitive uses with non noise sensitive uses</del></li> <li><del>☐ Roof and attic vents facing away from the nearest roadway</del></li> <li><del>☐ Air conditioning or a mechanical ventilation systems that allow doors and windows to remain closed</del></li> <li><del>☐ Double paned glass on all windows</del></li> <li><del>☐ Windows and sliding glass doors mounted in low air infiltration rate frames</del></li> <li><del>☐ Solid core exterior doors with perimeter weather stripping and threshold seals</del></li> <li><del>☐ Acoustically insulated building wall construction</del></li> </ul> <p><del>Incorporation of these and other similar design requirements would achieve an exterior to interior interior noise level reduction of 30 dBA or greater and would attenuate exterior noise levels to acceptable levels.</del></p> <p><del>N-3(e) Non-habitable Buffer Zone</del>  For future residential developments subject to significant noise impacts from I-105, developers shall site non-habitable uses such as storage sheds, indoor recreational uses, or parking areas between residences and I-105 to maximize the distance of residences away from I-105 noise exposure to the greatest extent feasible.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b></p> <p>No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b></p> <p><b>NO-1:</b> All Project residential units must include the following:</p> <ul style="list-style-type: none"> <li>• Double-paned windows as a means to mitigate existing traffic (mobile) related noise</li> <li>• Central air conditioning so windows may remain closed during warmer weather</li> <li>• Noise dampening insulation in the roof and walls</li> </ul> <p><b>NO-2:</b> The following shall be applied to all Project-related construction activities.</p> <ul style="list-style-type: none"> <li>• The Applicant shall ensure all construction activities take place Monday through Friday between 7:00 a.m. and 6:00 p.m. and on Saturdays between 9:00 am. And 5:00 p.m. Construction activities during</li> </ul>	
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		<p>Sundays and legal holidays will not be permitted.</p> <ul style="list-style-type: none"> <li>The Applicant shall ensure contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.</li> <li>Any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 Db at any time when measured at or within the property lines of any property which is developed and used in whole or in part for residential purposes.</li> <li>The Applicant shall place signage on the Project site's main access gate notifying local residents as to the times and duration of construction activities. In addition, the sign must clearly identify a contact person (and phone number) that local residents may call to complain about noise or construction related issues.</li> <li>To ensure noise from equipment and vehicles are kept to a minimum, the Project contractors shall ensure all diesel trucks and equipment are not left to idle for longer than five minutes.</li> </ul>	
<b>Impact.</b> Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	Less than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>Impact.</b> A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>Impact.</b> A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant

<b>POPULATION AND HOUSING</b>			
<b>Impact:</b> Project induce substantial population growth in an area, directly or indirectly	Less than Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>Impact:</b> Project displace substantial numbers of existing housing, necessitating construction of replacement housing elsewhere	No Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures are required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>Impact:</b> Project displace substantial numbers of people, necessitating construction of replacement housing elsewhere	No Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	Less than Significant
<b>PUBLIC SRVICES</b>			
<b>Impact.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,	Potentially Significant	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b></p> <p><b>PS-1</b> Payment of Parkland Impact Fees or Dedication Parkland. Future project applicants shall pay the appropriate parkland impact fees levied by the City of Lynwood in effect at the time of issuance of <a href="#">certificate of occupancy building permits</a>, to the City's Parks and Recreation Department or dedicate their pro-rata share of parkland to the City's Parks and Recreation Department. If fees are paid, they shall be used for the development of additional parks in order to help meet the City's desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet the City's desired parkland standards of</p>	Less Than Significant

<p>response times or other performance objectives for any of the public services: Parks?</p>		<p>three acres per 1,000 residents. Applicants under the Specific Plan shall pay all fees or dedicate parkland prior to approval of planning entitlements building permits for each development project under the Specific Plan. The Parks and Recreation Department shall verify payment of park impact mitigation fees or land dedication.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	
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**RECREATION**

<p><b>Impact.</b> 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?</p>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> Implementation of Mitigation Measure PS-1.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> <b>RE-1</b> – The Applicant shall pay the appropriate Park/Recreation Impact Fees levied by the City of Lynwood to the City Parks and Recreation department or dedicated their pro-rata share of parkland to the City Parks and Recreation Department prior to issuance of a Certificate of Occupancy. If Fees are paid, the Fees shall be used for development of additional parks to help meet the City desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet City desired parkland standards of three acres per 1,000 residents. The Parks and Recreation Department shall verify payment of said Park/Recreation Impact Fees or land dedication. Payment of applicable State-mandated School Impact Fees also must be collected prior to issuance of a Certificate of Occupancy.</p>	<p>Less Than Significant Significant and Unavoidable</p>
<p><b>Impact:</b> Does Project include recreational facilities or require construction or expansion of recreational facilities which might have adverse physical effect on environment?</p>	<p>No Impact</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b> No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	<p>Less Than Significant</p>

<b>TRANSPORTATION AND TRAFFIC</b>			
<p><b>Impact:</b> Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b></p> <p><b>T-1(a).</b> Signal Synchronization and Signal Timing. All the traffic signals along major roadways shall be interconnected so that a coordinated signal timing plan can be implemented to minimize vehicle stopped delay and traffic congestion. Most of the major arterials in Los Angeles County are already under the County's Traffic Signal Synchronization System (TSSP) and others are in the process of implementation by the County. This strategy will greatly enhance area-wide mobility and efficiency in traffic circulation through arterial intersections when fully completed.</p> <p><b>T-1(b).</b> Automated Traffic Surveillance and Control and Adaptive Traffic Control. Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control (ATC) systems are based on a comprehensive monitoring of traffic and circulation of area streets and intersections from a centralized location, usually a Transportation Management Center (TMC) at the City Hall, using video cameras and sensors located at various key locations. The ATSAC system allows City's traffic engineers to observe and adjust signal timing at the intersections based on real-time traffic demands at various approaches for various movements. The ATC system provides real-time advisories and guidance to motorists through various changeable message signs (CMS) located at key arterial locations upstream of congested intersections. These systems are extensively in use in the City of Los Angeles and have been considered as effective mitigation of traffic impacts, reducing intersection V/C ratio by 0.07 with ATSAC system and by 0.03 with ATC system. When used in combination, these mitigation measures can reduce V/C ratio by a total of 0.10, thereby significantly improving circulation conditions.</p> <p><b>T-1(c).</b> Carpool/Rideshare Programs. The Los Angeles County Metropolitan Transportation Authority and other transportation agencies in the region offer rideshare services to area employers. Metro Commute Services, funded and implemented by MTA, has offered rideshare services to area employers since 2002. Metro Commute Services provides carpool/vanpool match lists, and additional survey data services to calculate employer work site average vehicle ridership for rideshare option. Employers who are committed to promoting ridesharing at their work sites and provide rideshare incentives to employees through Metro Commute Services programs are eligible to participate in Metro Rewards and the Guaranteed Ride Home Program. Metro Rewards<sup>1</sup>, initiated in 2000, provides a nominal financial reward for employees that commit to rideshare. The Guaranteed Ride Home Program, initiated in 2006, provides a taxi ride or rental car to ridesharing employees in emergency situations, such as unexpected illnesses or unscheduled overtime.</p> <p>Various vanpool programs have been undertaken in recent years by several agencies. The Metro Vanpool Program, administered by MTA, is a special incentive program designed to introduce commuters to vanpooling. Eligible commuters receive a vanpool lease subsidy of up to \$400 per month, not to exceed 50 percent of the</p>	<p>Significant and Unavoidable</p>

monthly lease costs for commuter vanpools of 7-15 passengers in return for reporting vanpool operating data and making the vanpool open to the public.

**T-1(d).** Incentives to Increase Transit Ridership.

Encouraging ridership on transit is an important strategy for reducing vehicular trips on circulation system. The following services are particularly useful because they increase the potential for commuters to ride transit:

**EZ Transit Pass:** The EZ transit pass encourages greater transit ridership by providing the ability for transit patrons to use different transit services with only one pass. It allows riders to transfer from one transit system to another without worrying about transfer payments or fare differentials.

**Transit Access Pass (TAP):** The EZ transit pass and all other paper passes have been transitioning to a universal fare system known as TAP. TAP is a plastic "smart card" that can be used month after month to pay fares. Users simply tap their cards on the bus/rail fare box and a "beep" alert verifies that the cards are valid. Like the EZ transit pass, TAP is used for transfers among different transit systems.

**Employer-based transit fare subsidies:** Employers and transit agencies encourage transit use throughout the county with pre-paid fare media. Employers have a choice among several programs that are part of Metro Commute Services. Two of these programs include MTA Annual Transit Access Pass (A-TAP) and Metro Business Transit Access Pass (B-TAP). A-TAP allows employers to buy and distribute annual transit passes to employees who take transit. B-TAP allows employers to purchase annual transit passes at a discounted group rate for all worksite employees. Another program for employers is Metro Mail. Through Metro Mail employers can encourage transit use by ordering monthly passes for employees. Employers also have the option of requesting a weekly pass for newly hired employees. In addition to directly encouraging transit use, participating in any of these programs also makes employers eligible to participate in Metro Rewards and the Regional Guaranteed Ride Home.

**Commuter Benefits:** Federal IRS tax code 132 (f) contains tax breaks available for subsidizing transit and vanpooling for employees. Participating employers can offer pretax dollars to employees who ride transit or join a vanpool. Once a year MTA holds a workshop with employers to encourage and help them implement this program. The Commuter Benefits program was recently expanded to include benefits for employees who bicycle to work.

**T-1(e).** Bicycle Facilities and Other Non-motorized Transportation.

Continue to implement the City of Lynwood's Bicycle and Pedestrian Transportation Plan, which will provide additional safe and comfortable options for cyclists by expanding the planned bicycle and pedestrian improvements throughout the City, in the form of connected network of on-street and off-street improvements. Improvement project have been specifically recommended on over 35 roadway segments, some of which are located within the LTASP. The type of improvements include: bike pathways, cycle tracks and bike lanes. Specifically within the LTASP, future development projects shall be required to construct or contribute funds toward the following major pedestrian/bicycle improvements:

Construct a Class I Bike Path along Fernwood Avenue from the western boundary of the LTASP east adjacent to the I-105 Freeway and the southern boundary of the Plaza Mexico Shopping Center, across Long Beach Boulevard and further east along Fernwood Avenue.

Construct Class II Buffered Bike Lanes along Imperial Highway east from its intersection with Fernwood

Avenue to Long Beach Boulevard and along State Street.  
 Construct Class III Bike Lanes (Sharrows) along neighborhood streets within the LTASP, including but not limited to, California Avenue, Beechwood Avenue, Sanborn Avenue, and Mulford Avenue, Oakwood Avenue, and Lynwood Road.  
 Construct Class IV Bike Lanes (Cycle Tracks) along Long Beach Boulevard south from its intersection with Imperial Highway to the southern boundary of the Plan Area.  
 Establish enhanced sidewalks along Long Beach Boulevard with a dedicated six-foot wide amenity zone and an eight foot wide pedestrian zone.  
 Establish enhanced sidewalks along Imperial Highway, State Street, and Beechwood Avenue with a dedicated 4-foot wide amenity zone and a 6ft. wide pedestrian zone.  
 Add high visibility cross-walks at Imperial Highway and State Street, Long Beach Boulevard and Imperial Highway and California Avenue and Imperial Highway.  
 Add sidewalk bulb-outs and extensions, or reducing curb returns on intersection corners wherever feasible. To the extent feasible, reconfigure the east and westbound I-105 on and off-ramps to allow safer pedestrian crossings.

**T-1(f) Transportation Demand Management**

The Transit Center land use designation is envisioned as a place where one can conveniently access mass transit and alternative modes of transportation in the downtown area of Lynwood. Local and regional transportation alternatives will be provided within the Metro station and immediately surrounding areas, which is conveniently located at Metro's Long Beach Boulevard Green Line stop. Although the transit "hub" is proposed at this location, the TDM programs are also planned to serve the surrounding communities and businesses throughout the LTASP and surrounding Lynwood neighborhoods. Individual developers within the LTASP will be responsible for implementation of the program prior to issuance of building permits, or upon verification by the City that sufficient transit demand exists. Transit services envisioned within the LTASP's Transit Center area include:

- Improved access to the existing Metro bus lines (Metro Buses Lines 25, 60, 251, 360, 622, and 751) and other transit services, such as the local trolley and Dial-a-Ride Traditional bus service to other local and regional destinations
- Expanded number Park-n-Ride spaces parking spaces within a multi-level parking structure with integrated ground-floor retail and/or other transit rider services (such as a police sub-station, coffee shop, and/or news stand);
- Creation of an on-site "Mobility Center", which will provide residents with opportunities to conveniently access car sharing (Zip Car), bicycle rental, and bicycle storage; and Van Pool Service to major employment centers such as downtown Los Angeles, Long Beach, LAX, and West Los Angeles.
- Other key components that should be implemented as part of each new development in the LTASP, include:  
 Introductory Transportation Information Packet: provided to all residents and employees, outlining TDM programs, routes, schedules, carpools/vanpools, shuttle/bus service maps, menu of incentives, etc.  
 Carpool/Vanpool/Ridematching Services: This program would match residents and employees in Lynwood in carpools and vanpools to reduce drive alone trips. A Guaranteed Ride home service would provide reimbursement for immediate transportation home via Uber or Lyft or other similar mode to those in an

	<p>emergency.</p> <p>Subsidized Transit Pass: Transit passes would be purchased in bulk so that bus and rail passes could be provided for residents and employees within the LTASP. These passes typically provide unlimited rides on local or regional transit for low monthly fees.</p> <p>Priced Commercial Parking: Multi-Spaced parking meters are planned along portions of Long Beach Boulevard, Imperial Highway, and within shared parking structures, with rates calibrated to ensure an 85% occupancy rate. This will provide a high level of convenience for parkers, largely eliminates circling for parking, and will help ensure turnover of the most convenient curb-parking spaces and availability for customers.</p> <p>Parking Cash-Out: Parking cash-out provides an equal transportation subsidy to employees who ride transit, carpool, vanpool, walk, or bicycle to work. Employees can be offered financial incentives such as free transit passes or a cash bonus to carpool, vanpool, bicycle, or walk, thus decreasing the demand for parking and ultimately reducing traffic congestion</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b></p> <p><b>T-2.</b> Prior to the issuance of occupancy permits, the project applicant shall complete the following road improvements and obtained approved from the City of Lynwood Planning and Public Works Departments.</p> <ol style="list-style-type: none"> <li>1. State Street/Imperial Highway – Re-stripe to add westbound right turn lane.</li> <li>2. State Street/Beechwood Avenue – Convert from two-way stop control to all-way stop control.</li> <li>3. Long Beach Boulevard/Imperial Highway – Re-stripe to add eastbound right turn lane.</li> </ol> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b></p> <p>No additional Mitigation Measures are required.</p>
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**TRIBAL CULTURAL RESOURCES**

<p><b>Impact:</b> 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, placed, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> <li>Listed or eligible for listing in the California Register of Historical Resources, or in a</li> </ul>	<p>Potentially Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b></p> <p>No mitigation measures identified in the 2016 Certified EIR are applicable.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP/Plaza Mexico Residences Project SEIR</b></p> <p>No additionally mitigation measures were required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b></p> <p><b>MM-TCR-1</b> – All agreements, mitigation and conditions of approval regarding Tribal Cultural Resources shall be handled solely with the Gabrieleno Band of Mission Indians – Kizh Nation Tribal Government and conversely all agreements, mitigation and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.</p>	<p>Less Than Significant</p>
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local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

**MM-TCR-2 – Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission’s (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**MM-TCR-3 – Unanticipated Discovery of Tribal Cultural and Archaeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5(f)). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources

**MM-TCR-4 – Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum,

if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**MM-TRC-5 – Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98 are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission and PRC 5097.98 shall be followed.

**MM-TRC-6 – Resource Assessment and Continuation of Work Protocol –** Upon discovery, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

**MM-TCR-7 – Kizh-Gabrieleno Procedures for burials and funerary remains.** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**MM-TCR-8 – Treatment Measures.** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the

remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a draft report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**MM-TCR-9 – Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

**UTILITIES AND SERVICE SYSTEMS**

<p><b>Impact:</b> Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?</p>	<p>Less Than Significant</p>	<p><b>Applicable Mitigation Measures from the 2016 Certified EIR</b> No mitigation measures identified in the 2016 Certified EIR are applicable. <u>U-1 Water Efficiency. In accordance with LEED NC prerequisites, the applicant shall employ strategies that, in aggregate, use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.</u> <u>Calculations are based on estimated occupant usage and shall include only the following fixtures (as applicable</u></p>	<p>Less Than Significant</p>
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		<p><del>to the building): urinals, lavatory faucets, showers and kitchen sinks.</del></p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p> <p><b>Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village SEIR</b> No additional Mitigation Measures are required.</p>	
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## 2. INTRODUCTION

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### 2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft supplemental environmental impact report (Draft SEIR) has been prepared to satisfy CEQA and the State CEQA Guidelines. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, in order to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects. Pursuant to CEQA Guidelines Section 15162 and 15163, an SEIR is being prepared to update the prior Lynwood Transit Area Specific Plan environmental analysis and to analyze a site-specific development project.

As discussed in Chapter 4 of this Draft SEIR, the proposed project consists of two components: an amendment to the adopted Lynwood Transit Area Specific Plan (LTASP) and a site-specific development within the LTASP area, the Veterans Village Development. Together these components are identified as the Project because revisions are proposed to both the specific plan and the site-specific parcel within the West Town Center District.

The Lynwood City Council adopted the LTASP and certified the environmental impact report as the environmental documentation for the LTASP. A summary of the EIR is provided in Section 4.5, *Previous Environmental Documentation*, of this Draft SEIR. This SEIR contains information necessary to make the certified EIR adequate for the Project.

Pursuant to CEQA Section 21067, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Because the City of Lynwood has the principal responsibility for approval of the Project, the City of Lynwood is the CEQA lead agency for this project. As lead agency, the City is responsible for, among other things, preparing and certifying the SEIR that analyzes the potential environmental impacts of the Modified Project, as compared to the Adopted Specific Plan; identifying feasible mitigation measures that could avoid or minimize the Project’s significant environmental impacts; describing and analyzing feasible alternatives to the Modified Project; adopting findings for each significant effect of the Project; providing a Statement of Overriding Considerations (SOC) for all environmental impacts of the Project that cannot be mitigated to a less than significant level; and adopting a Mitigation Monitoring and Reporting Program to ensure that all required mitigation measures are implemented during the lifetime of the Project.

The overall purpose of this Draft SEIR is to inform the City's decision makers and the general public whether the Project, compared to the Adopted Specific Plan, would result in any new significant impacts or an increase in the severity of significant impacts previously identified for the Adopted Specific Plan. The Adopted Specific Plan is the "baseline" for the analysis in this Draft SEIR and was used to evaluate the potential incremental impacts of the Project.

As stated in Section 15121(a) of the CEQA Guidelines, the Draft SEIR is an "informational document" intended to inform the City; other public agencies with discretionary authority over aspects of the Project; the general public; the local community; and other organizations, entities, and interested persons about the scope of the Project, the significant environmental effects of the Project compared to the Adopted Specific Plan, feasible measures to avoid or minimize the significant effects, and a reasonable range of feasible alternatives to the Project that would avoid or reduce the significant effects. The City must consider the information in this Draft SEIR and make certain findings with respect to each significant effect identified. The City will use the information in the Draft SEIR, along with other information received and/or developed during the public review process for the Draft SEIR, to determine whether to approve, modify, or not approve the Project and, if approval is granted, to specify applicable and enforceable environmental mitigation measures as part of the Project approvals. Specific discretionary actions to be reviewed by the City and potential permits and approvals required from other regulatory agencies for the Project are described in Section 4.6, *Description of the Project*, and Section 4.8, *Intended Uses of the SEIR*, of this Draft SEIR.

This Draft SEIR has been prepared in accordance with requirements of the following.

California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.)

State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

## **2.2 SCOPE OF THIS DRAFT SEIR**

As discussed in Section 1, *Type and Purpose of this SEIR*, this Draft SEIR has been prepared as a supplement to the EIR consistent with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. Pursuant to those sections, the Draft SEIR analyzes the impacts of the Project compared to the Adopted Specific Plan.

Under CEQA Guidelines Sections 15126.2 and 15126.4, the Draft SEIR must identify any potentially significant adverse impacts of the Modified Project—as compared to the Adopted Specific Plan—and recommend mitigation measures that would reduce those impacts to levels of insignificance or eliminate the impacts altogether.

The information in Chapter 4, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts as compared to the Adopted Specific Plan. However, further

environmental review by the City may be required as more detailed information and plans are submitted on future proposed development under the LTASP.

### **2.2.1 Impacts Considered Less Than Significant**

Fourteen environmental topics are identified here as not being significantly affected by the Project, as compared to the Adopted Specific Plan, and are therefore not discussed in detail in Chapter 5 of this Draft SEIR. The following topical issues are addressed in Chapter 8 of this Draft SEIR.

Aesthetics  
Agriculture and Forestry Resources  
Biological Resources  
Cultural Resources  
Geology and Soils  
Hazards and Hazardous Materials  
Hydrology and Water Quality  
Land Use and Planning  
Mineral Resources  
Population and Housing  
Public Services  
Recreation  
Tribal Cultural Resources  
Utilities and Service Systems

### **2.2.2 Potentially Significant Adverse Impacts**

Four environmental topics are identified as having the potential to result significant impacts if the Modified Project is implemented. Further analysis of these topics is included in Chapter 5 of this Draft SEIR.

Air Quality  
Greenhouse Gas Emissions  
Noise  
Transportation and Traffic

### **2.2.3 Unavoidable Significant Adverse Impacts**

This Draft SEIR does not identify any new significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the Project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the lead agency, determines that unavoidable significant adverse impacts would result from the project, the City must prepare a “Statement of Overriding Considerations” before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has

determined that the benefits of the project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable.

The 2016 Certified EIR and the 2018 Supplemental EIR identified two significant and unavoidable adverse impacts, as defined by CEQA, relating to noise and traffic (traffic noise, traffic at Long Beach Boulevard/Park and Ride Access intersection, and on Long Beach Boulevard north of Norton Avenue and the Long Beach Boulevard south of Josephine Street). Additionally, the Project would result in two new significant impacts to air quality and traffic (State Street/Imperial Highway, State Street/Beechwood Avenue, and Long Beach Boulevard/Imperial Highway).

## **2.3 INCORPORATION BY REFERENCE**

The following documents are incorporated by reference in this Draft SEIR, consistent with CEQA Guidelines Sections 15148 and 15150.

City of Lynwood Transit Area Specific Plan Environmental Impact Report (State Clearinghouse No. 2015121020). January 2016. Certified September 6, 2016.

Resolution 2016-191: Specific Plan Adoption; Resolution No. 2016.193: EIR Certification, and Mitigation Monitoring and Reporting Program Adoption, and Findings of Fact Adoption; Resolution No. 2016.192: Lynwood General Plan Land Use Map Designation Approval. September 6, 2016.

2018 Lynwood Transit Area Specific Plan Amendment and Plaza Mexico Residences Supplemental Environmental Impact Report, May, 2016. Certified August 21, 2018.

Resolution 2018.152 and 2018.153: Specific Plan Amendment Adoption, SEIR Certification, and Mitigation Monitoring and Reporting Program Adoption, and Findings of Fact Adoption, and Site Plan Review Approval; August 21, 2018.

In each instance where a document is incorporated by reference, the Draft SEIR shall briefly summarize the incorporated document, or briefly summarize the incorporated data if the document cannot be summarized. In addition, the Draft SEIR shall explain the relationship between the incorporated part of the referenced document and the Draft SEIR.

This Draft SEIR relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the City's General Plan and the South Coast Air Quality Management District's Air Quality Management Plan and CEQA Air Quality Handbook. Bibliographical references and individuals cited for information sources and technical data are footnoted throughout this document. All of the incorporated by reference are available for review at the following location.

City of Lynwood  
City Clerk's Office  
11330 Bullis Road

Lynwood, CA 90262  
310.603.0220

## 2.4 DRAFT EIR CERTIFICATION

Responsible agencies and members of the public are invited to provide written comments on the Draft SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Lynwood will review all written comments received and prepare written responses for each comment. A Draft SEIR will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the Draft SEIR that result from the comments received. This Draft SEIR will then be presented to the City for potential certification as the environmental document for the Modified Project. All persons who commented on the Draft SEIR will be notified of the availability of the Draft SEIR and the date of the public hearing before the City.

The Draft SEIR is available to the general public for review at the following locations.

City of Lynwood, City Clerk's Office, 11330 Bullis Road, Lynwood, CA 90262

Lynwood Library, 11320 Bullis Road, Lynwood, CA 90262

City of Lynwood, Building, Safety and Planning Department website at  
[http://lynwood.ca.us/development\\_compliance\\_enforcement\\_services/building\\_safety\\_planning/](http://lynwood.ca.us/development_compliance_enforcement_services/building_safety_planning/)

All agencies that submit comments during the 45-day public review period on the Draft SEIR will receive written responses to their comments at least 10 days prior to draft action on the Project. If the City Council decides to certify the Draft SEIR, the City Council will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts as presented in the Draft SEIR. The Draft SEIR must be certified by the City prior to making a decision to approve the Project. Public input is encouraged at all public hearings and meetings before the City concerning the Project.

## 2.5 CEQA FINDINGS FOR PROJECT APPROVAL

CEQA and the CEQA Guidelines require that the environmental impacts of a project be examined before a project is approved. Specifically, CEQA Guidelines Section 15091 provides as follows.

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the draft EIR.
  - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such

changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the draft EIR.

In addition, for a Supplemental EIR, CEQA Guideline 15163(e) requires:

- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Concurrent with its draft action on the Draft SEIR, the City Council will issue findings that comply with the requirements of CEQA Guidelines Sections 15091 and 15163(e), and with Public Resources Code Section 21081

## **2.6 MITIGATION MONITORING**

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

An updated mitigation monitoring and reporting program will be prepared as part of the Draft SEIR and will be completed prior to consideration of the Modified Project by the Lynwood City Council.

# 3. Project Description

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## 3.1 INTRODUCTION

“Project,” as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15378(a), 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.” The CEQA Guidelines further explain that a project refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies (Section 15378(c)).

The proposed project consists of two components: an Amendment to the adopted Lynwood Transit Area Specific Plan and a site-specific development, the Veterans Village, within the Specific Plan area. Together these components are identified as the Project because revisions are proposed to both the specific plan land use designations and the site-specific parcels within the Town Center District.

## 3.2 PROJECT LOCATION

### 3.2.1 Lynwood Transit Area Specific Plan Amendment 2018-03

The proposed Lynwood Transit Area Specific Plan Amendment 2018-03 (LTASP Amendment) is a revision of the Lynwood Transit Area Specific Plan (LTASP). The LTASP is in an urbanized area in the western portion of the City of Lynwood in Los Angeles County, California, as shown on **Figure 3-1, Regional Location**. It encompasses approximately 315 acres of existing transit, commercial, industrial, and residential development, including approximately 141 developable acres, as shown on Figure 3-2, *Aerial Photograph and Project Location*. The LTASP encompasses properties along Long Beach Boulevard from Virginia Avenue to Norton Avenue; along State Route 90 (Imperial Highway) from Alameda Street to Martin Luther King Boulevard; the Plaza Mexico shopping center; the Long Beach Boulevard Green Line Station and Long Beach Boulevard/Interstate 105 (I-105) on-and off-ramps; industrial uses along Alameda Street just south and north of the I-105 and along Imperial Highway; the St. Francis Medical Center; and existing residential and commercial uses along Beechwood Avenue, Sanborn Avenue, Mulford Avenue, and California Avenue.

The Project site is divided between two clusters of parcels located generally northwest of the I-105 and I-710 Interchange. The Alameda Triangle portion is located easterly adjacent to Alameda St. between Fernwood Ave. and Imperial Hwy. The smaller portion is located in the southeast corner of the intersection of Fernwood Avenue and Imperial Highway. This parcel abuts the 105 Freeway.

The Project Applicant (City of Lynwood) is proposing to amend the Lynwood Transit Area Specific Plan to consistently zone all parcels within the Project area from Industrial, Open Space or Residential to West Town Center to create a zone that allows for various uses with the purpose of serving veterans. The

Project site is divided between two clusters of parcels. The Alameda Triangle portion of the Project is located easterly adjacent to Alameda Street between Fernwood Avenue and Imperial Highway. The smaller portion is located across the Triangle, south of and adjacent to the intersection of Fernwood Avenue and Imperial Highway. Total Project site area (12 parcels) is 13.8 acres. The parcels to be affected by the change in land use designation are as follows.

**Table 4 – Land Use Changes**

Assessor Parcel Number (APN)	Size
6169-002-001	0.3 acre
6169-002-904	2.61 acres
Right of Way	1 acre
6169-002-905	0.4 acre
6169-001-001	1 acre
6169-001-002	1.95 acres
6169-001-008	2.64 acres
Caltrans No. 058-165-01-01	
Caltrans No. 058-166-01-01	2.2 acres (in combination with above)
6169-002-004	1,500 square feet
6169-002-005	41,610 square feet
6169-002-008	33,750 square feet

The Project consists of an Amendment to the LTASP that would allow for development of approximately 632 dwelling units consisting of market rate townhomes, affordable and market rate apartments, and approximately 25,000 square feet of commercial and/or retail space. The opportunity to vacate Alameda Avenue between Fernwood Avenue and Imperial Highway also will be explored.

### **3.2.2 Veterans Village Residential/Commercial Development**

Approximately 5.6 acres will be developed with ~400 market-rate residential units. The development will also include approximately 112 town homes and approximately 120 affordable housing units in the form of apartments. Potential on-site community amenities will include a clubhouse for social engagements, offices to house governmental services, a health care center, a career services center, and an on-site daycare facility.

The market rate apartments will include on-site parking to accommodate residents and guests. The apartment complex will consist of buildings of varying heights up to of five floors maximum. At the highest portion of the site, the building maximum height will be six levels above grade.

### **3.3 STATEMENT OF OBJECTIVES**

#### **3.3.1 Lynwood Transit Area Specific Plan Amendment 2018-03**

The purpose of amending the LTASP is to provide comprehensive direction regarding revisions to development regulations, design guidance, and implementation for the project area, while implementing the goals and policies of the City of Lynwood General Plan. The Specific Plan Amendment is guided by these original LTASP objectives:

1. Promote Transit-Oriented Development Near the Metro Green Line Station. Expand the accessibility and transportation services at the Green Line Station and focus revitalization efforts in the Plaza Mexico shopping center and properties in the Long Beach Boulevard and Imperial Highway corridors, and create a dynamic transit district with a distinctive mixed-use identity, and an active and attractive transit hub where people come to live, shop, work and play.
2. Allow for Flexibility in Land Uses. Provide a framework for approval of incremental development projects using a conceptual land use plan that offers defined ranges of flexibility to accommodate market changes.
3. Consolidate Uses and Create New Development Sites. Identify sites most suitable for land assembly and revitalization.
4. Enhance Pedestrian Comfort and Safety. Increase pedestrian facilities, add connections, and multiply opportunities to safely and conveniently get around the area on “complete” streets by foot, bike, and public transit.
5. Enhance Recreational Opportunities. Increase landscaped areas, parks, open space, and trails that support the public life of the community. Facilitate security and well-being for the Specific Plan area’s residents, employees, and visitors through increased activity, better walkability, controls on cars and drivers, and better design and wayfinding.
6. Improve and Facilitate Additional Housing. Promote the development of a variety of housing types, which are compatible with existing housing types and existing residential neighborhoods in the Specific Plan area. The diverse mix of owned and rented housing, and market rate, affordable, and workforce housing should be maintained.
7. Create a Sustainable Community. Ensure public health, safety and welfare by providing and maintaining a balance between existing infrastructure and more sustainable infrastructure facilities. Continue to make certain that public services and facilities adequately support new development.

**Figure 3-1 Regional Location**



Figure 3-2 Aerial Photograph with Project Location



### 3.4 PROJECT BACKGROUND

#### 3.4.1 Adopted Lynwood Transit Area Specific Plan

Specific plans act as a bridge between a general plan and individual development proposals. On September 6, 2016, the Lynwood City Council adopted the Lynwood Transit Area Specific Plan and certified the LTASP Draft EIR, State Clearinghouse No. 2015121020. The LTASP includes policies and development standards to guide the development of future transit-oriented communities in the approximately 315-acre project area. It establishes the land use plan, development standards, regulations, infrastructure improvement requirements, building design and landscaping guidelines, streetscape improvement guidelines, parking and enhanced mobility strategies, financing strategies, and implementation programs on which subsequent, project-related development is founded, such as the Plaza Mexico Residences. In addition, by including opportunity sites within 0.5 mile of the Metro Green Line Station and 0.5 mile of the Alameda Street and Imperial Highway bus corridors, and by promoting complete streets, expanded transit services, and enhanced pedestrian and bicycle linkages throughout the area, the LTASP facilitates transit-oriented community design.

Full implementation of the LTASP during the 25-year planning horizon would increase density and intensity of existing land uses with the development shown in Table 3-1. The LTASP’s eight land use districts are described in Table 3-2, and shown on Figure 3-4, *LTASP Land Use Diagram*. No changes to the intended uses or purposes within the existing land use districts are proposed as part of the 2018 Veterans Village Project. However, boundaries are changed as the project site will be comprised of the single new land use district- West Town Center and design standards will be created for the West Town Center District.

**Table 3-1 Specific Plan Buildout**

<b>Land Use/Zoning Designation</b>	<b>Residential Units</b>	<b>Commercial Square Footage</b>	<b>Limited Industrial Square Footage</b>	<b>Hotel Units</b>
Town Center District (TC)	2,500	950,000	--	350
Corridor Mixed-Use 1 (CMU-1)	500	100,000	--	--
Corridor Mixed-Use 2 (CMU-2)	300	100,000	--	--
Industrial (I)	--	--	750,000	--
St. Francis Medical (SFM)	100	45,000	--	--
Transit Station (TS)	--	5,000	--	--
Residential (R)	100	--	--	--
Open Space (OS)	--	--	--	--
<b>GRAND TOTAL</b>	<b>3,500</b>	<b>1,200,000</b>	<b>750,000</b>	<b>350</b>

**Table 3-2. Specific Plan Land Use Districts**

Designation	Description
Town Center	A vibrant, walkable, and urban mixed-use environment that supports public transportation alternatives and provides commercial retail to serve local and regional communities. It would also include entertainment uses and a variety of urban housing choices in an area currently developed with Plaza Mexico and the immediately surrounding properties. Up to 2,500 dwellings at densities of approximately 60 dwelling units per acre, up to 950,000 square feet of commercial uses, and a 350-room hotel. The Town Center District will also provide a connection to the adjacent Metro station.
Corridor Mixed-Use 1	Very diverse range of uses for the blocks fronting Long Beach Boulevard. The desired mix of uses include ground floor, mixed-use and neighborhood-serving commercial services with residential and office uses above. CMU-1 generally applies to parcels along the Long Beach Boulevard Corridor and would encourage revitalization and investment in the area. CMU-1 would have up to 500 dwelling units at densities of approximately 40 units per acre and up to 100,000 square feet of commercial uses.
Corridor Mixed-Use 2	Mixed-use commercial with residential as a secondary use and to encourage revitalization and investment. CMU-2 generally applies to parcels located along the Imperial Highway Corridor, and would have up to 300 dwelling units at densities of approximately 40 units per acre and up to 100,000 square feet of commercial uses.
Industrial	Very diverse range of industrial uses, with heavy and light industrial uses, and live-work along Alameda Street. Up to 750,000 square feet of industrial uses are permitted in this land use designation.  This designation includes a mix of traditional industrial uses, eco-industrial parks, and limited live-work uses, all of which utilize a high standard of environmental and economic performance. Up to 750,000 square feet of industrial uses are permitted in this land use designation.
St. Francis Medical	St. Francis Medical Center campus along with workforce housing, neighborhood-serving commercial uses, medical offices, and other compatible uses. SFM would foster the growth of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas by expanding pedestrian linkages between St. Francis Medical Center and the adjacent Lynwood Civic Center. Up to 100 dwelling units at densities of approximately 30 dwelling units per acre and 45,000 square feet of commercial uses would be permitted.
Transit Station	Reconfiguration of the Interstate 105 ramps to improve pedestrian and bicycle access to the Metro station and to promote the creation of a mobility hub with safe and inviting public spaces, affordable mobility

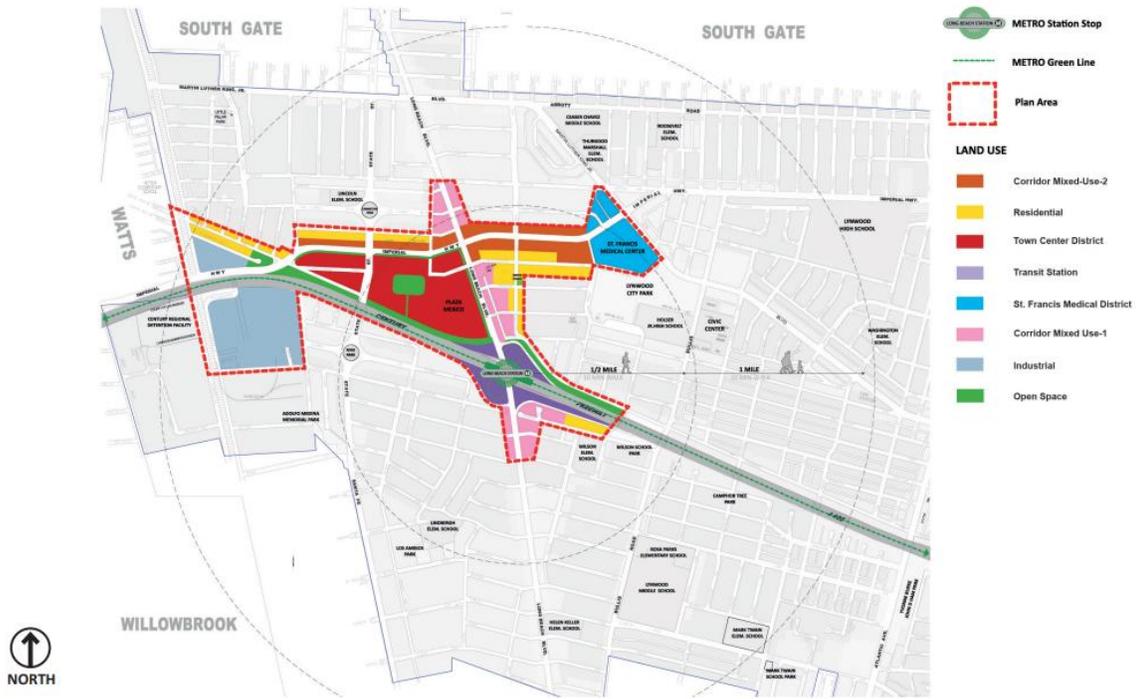
**Table 3-2. Specific Plan Land Use Districts**

<b>Designation</b>	<b>Description</b>
	choices, transit rider service uses, and gateway signage. Up to 5,000 square feet of commercial uses would be permitted.
Residential	Preserve existing housing and allow small to medium lot detached and attached homes and to reinforce the role of this housing in walkable neighborhood. This zone generally applies to the parcels located south of Imperial Highway and east of Long Beach Boulevard. Up to 100 dwelling units at densities of approximately 20 dwelling units per acre would be permitted.
Open Space	Promote the creation of inviting, safe, and accessible open spaces. The open spaces would include, but are not limited to, pedestrian and bicycle pathways, linear parks, neighborhood parks, plazas, courtyards, and roof-top gathering spaces.

**Figure 3-3**      **Site Photographs**



Figure 3-4 LTASP Land Use Diagram



## **3.5 PREVIOUS ENVIRONMENTAL DOCUMENTATION**

### **3.5.1 Environmental Impact Report for the Lynwood Transit Area Specific Plan**

The LTASP EIR (“2016 Certified EIR”) was certified by the Lynwood City Council on September 6, 2016 (Resolution 2016-191: Specific Plan Adoption; Resolution No. 2016.193: EIR Certification, and Mitigation Monitoring and Reporting Program Adoption, and Findings of Fact Adoption). Additionally, the Lynwood City Council approved the General Plan Amendment that incorporated the LTASP land use designations, goals, and policies into the General Plan (Resolution No. 2016.192: Lynwood General Plan Land Use Map Designation Approval).

### **3.5.2 Supplemental Environmental Review**

On September 6, 2018 the Lynwood City Council certified the “Lynwood Transit Area Specific Plan Amendment and Plaza Mexico Residences” Supplemental Environmental Impact Report (State Clearinghouse No. 2015121020), and adopted the attendant Mitigation Monitoring and Reporting Program and Findings of Fact. The LTASP EIR was a program-level document that was intended as the CEQA compliance for future development consistent with the LTASP (a long-term urban reuse plan). As individual development projects are proposed in the Specific Plan area, the City—as lead agency—determines whether the environmental impacts of individual activities are fully analyzed in the LTASP EIR. The City could approve projects that are within the scope of the LTASP as analyzed in the EIR. The City would then determine the appropriate level of CEQA review. Both components of the Modified Project require additional CEQA analysis, because the proposed Specific Plan Amendment changes the project analyzed in the original EIR, and the Plaza Mexico Residences development was not fully covered in the original EIR. That additional CEQA analysis is provided in this Supplemental EIR.

## **3.6 DESCRIPTION OF THE PROJECT**

The Project is an amendment to the adopted LTASP to facilitate the Veterans Village, a site-specific development within the LTASP area. Revisions are proposed to both the LTASP and the Development Site to create the West Town Center District.

### **3.6.1 Lynwood Transit Area Specific Plan Amendment**

The LTASP Amendment consists of an amendment that would allow for development of approximately 632 multi-family residential units and 25,000 square feet of commercial uses. This involves changing land uses from Industrial and Open Space and Residential to the new West Town Center District.

### **3.6.2 Veterans Village Development**

The project applicant (City of Lynwood) is proposing SPA 2018-03 to facilitate the development of housing and commercial uses that would serve Veterans. The develop would include approximately 5.6 acres of 400 market-rate residential units in addition to approximately 112 town homes and 100

affordable housing units in the form of apartments. The affordable units will be for Veterans. Potential on-site community amenities to support the specific Veteran population will include a clubhouse for social engagements, offices to house governmental services, a health care center, a career services center, and an on-site daycare facility.

The market rate apartments will include on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to of five floors maximum. The townhomes will be up to three floors maximum. At the highest portion of the site, the building maximum height will be six levels above grade.

A precise plan of development is not available as of the composition of this document but will be required to be submitted to the City for all necessary approvals.

### **3.7 CONSTRUCTION SCHEDULE**

The 2016 Certified EIR anticipated full buildout of the LTASP by 2040. Construction of the Veterans Village component is anticipated to begin in 2019 and take approximately two to three years to complete.

### **3.8 INTENDED USES OF THE SEIR**

This Draft SEIR examines the environmental impacts of the LTASP Amendment and the anticipated Veterans Village development. This Draft SEIR is also being prepared to address various actions by the City and others to adopt and implement the Modified Project. The SEIR would enable the City of Lynwood, 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 approvals. The anticipated approvals required are the following.

Lead Agency	Action
City of Lynwood City Council	<ul style="list-style-type: none"> <li>• Certification of the Supplemental EIR</li> <li>• Adoption of the revised MMRP</li> <li>• Adoption of the Lynwood Transit Area Specific Plan Amendment</li> </ul>
Reviewing Agencies	Action
South Coast Air Quality Management District	<ul style="list-style-type: none"> <li>• Review and file submittals for Rule 403, Fugitive Dust; Rule 1403</li> </ul>
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>• Issue National Pollution Discharge Elimination System (NPDES) permit; Clean Water Act Section 401 Water Quality Certification</li> </ul>
State Water Resources Control Board (SWRCB)	<ul style="list-style-type: none"> <li>• Review of Notice of Intent (NOI) to obtain permit coverage; issuance of general permit for discharges of stormwater associated with construction activity; review of Storm Water Pollution Prevention Plan (SWPPP)</li> </ul>
Lynwood Public Works Department	<ul style="list-style-type: none"> <li>• Approval of drainage improvements and grading plans; approval of offsite improvements permit or "B-Permit"<sup>1</sup></li> </ul>
Los Angeles County Sheriff's Department	<ul style="list-style-type: none"> <li>• Site plan review for fire, life, safety hazards, access, and visibility</li> </ul>
Los Angeles County Fire Department	<ul style="list-style-type: none"> <li>• Plan check for building plan review and emergency access</li> </ul>
State Department of Toxic Substances Control	<ul style="list-style-type: none"> <li>• Review of draft building design</li> </ul>

<sup>1</sup> A "B" Permit is typically issued for extensive public works improvements, including the widening of streets and alleys, the changing of existing street grade, construction of bridges, retaining walls, and the installation of sewer, storm drains, street lighting, and traffic signals.

## 4. ENVIRONMENTAL SETTING

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### 4.1 INTRODUCTION

The proposed Lynwood Transit Area Specific Plan Amendment 2018-03 is a revision of the Lynwood Transit Area Specific Plan (LTASP or “Adopted Specific Plan”). The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the Specific Plan Amendment and Veterans Village development (Project) Because this is a Supplemental Environmental Impact Report (SEIR), the baseline used for the analyses is the Adopted Specific Plan, described below. Additionally, the existing physical conditions of both the Specific Plan area and the Veterans Village Project site have not changed since certification of the previous environmental documentation in 2016.

### 4.2 ENVIRONMENTAL SETTING

#### 4.2.1 Regional Location

The 315-acre LTASP is in an urbanized area in the western portion of the City of Lynwood in Los Angeles County, California. Lynwood is an incorporated municipality in the southern portion of the Los Angeles Basin. It is at the intersection of two major freeways, I-105 and I-710, on the east, and on the west is the Alameda rail corridor, which connects the ports of Long Beach and Los Angeles to the rest of the Los Angeles metropolitan area, Orange County, and the Inland Empire.

Regional access to the project area is provided by Interstate 105 (I-105)<sup>2</sup> to Long Beach Boulevard.

#### 4.2.2 Project Location

The LTASP is in the City of Lynwood, approximately nine miles south of downtown Los Angeles. Lynwood is bordered by the cities of Los Angeles to the west, Compton to the south, South Gate to the north, and Paramount to the east. The LTASP area encompasses properties along Long Beach Boulevard from Virginia Avenue to Norton Avenue; along Imperial Highway from Alameda Street to Martin Luther King Boulevard; the Plaza Mexico shopping center; the Long Beach Boulevard Green Line Station and Long Beach Boulevard/I-105 ramps; the industrial uses along Alameda Street just south and north of the I-105; the St. Francis Medical Center; and existing residential and commercial uses along Beechwood Avenue, Sanborn Avenue, Mulford Avenue, and California Avenue.

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<sup>2</sup> From 1956 to 1994, I-105 was named “Century Freeway”; in 1994 Caltrans renamed it “Glenn Anderson Freeway.”

The proposed Veterans Village Residences site is located within the LTASP in the northwestern portion of the City of Lynwood, north of the I-105 Freeway, south of Fernwood Avenue, and east and west of Imperial Highway.

## **4.2.3 Lynwood Transit Area Specific Plan Area Setting**

### **4.2.3.1 BACKGROUND**

Lynwood was initially developed as a suburb of Los Angeles and is now bordered by the cities of South Gate to the north and Compton to the south. The I-105, constructed to connect Los Angeles International Airport to the city of Norwalk, bisects Lynwood. As part of the entitlements allowing construction of the I-105, provisions were made for a new transit corridor in the freeway median. The Los Angeles County Metropolitan Transportation Authority's (Metro) Green Line was completed in 1995, connecting Redondo Beach to Norwalk. The Long Beach Boulevard Metro Station is in the center median of the I-105 at the interchange with Long Beach Boulevard.

The LTASP establishes the land use plans and regulations for land uses within the plan area. It covers the areas surrounding the Metro Green Line Station and Imperial Highway bus corridor as well as areas to the east of the Alameda bus corridor. It facilitates transit-oriented community design through complete streets, expanded transit services, and enhanced pedestrian and bicycle linkages. On September 6, 2016, the Lynwood City Council adopted the Lynwood Transit Area Specific Plan.

### **4.2.3.2 EXISTING CONDITIONS**

The 315-acre LTASP area is largely built out with residential, commercial, and industrial uses. The area is relatively flat and approximately 90 feet above mean sea level. The LTASP area is urbanized and includes a combination of regional and neighborhood-serving commercial uses, industrial uses, hospital and medical uses, and single- and multifamily residential uses. Notable areas of development include: (1) Plaza Mexico, a regional specialty shopping center with a mix of national box stores and smaller-scale local businesses arranged around an interior plaza and located in the center of the Specific Plan Area; (2) existing heavy and light industrial uses along the Alameda Street corridor; (3) existing commercial and residential uses in the eastern and western portions of the Imperial Highway roadway corridor; (4) existing commercial uses located along the Long Beach Boulevard corridor; (5) existing single- and multi-family residential development along Beachwood Avenue, Sanborn Avenue, Mulford Avenue, California Avenue, and other local streets, and (6) the St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard.

Since the 2016 LTASP EIR was certified, the following changes have occurred in the Plan Area:

- Vacant lot at 3220 Imperial Highway is now a drive-thru fast food restaurant (El Gavilan)
- Vacant lot at 3197 Imperial Highway is now a shoes, clothing, and athletic gear store (WSS)

- Vacant lot at 11600 Alameda Avenue is now a 201,207-square-foot logistics warehouse (owned by Duke Realty)

## **4.2.4 Veterans Village Development Site Setting**

### **4.2.4.1 BACKGROUND**

The Veterans Village component of the Project site was home to a business that refurbished electrical motors and transformers. The property originally was developed by Larsen-Hogue Electric Company, which occupied the property from 1948 to 1967. Subsequent operators included the following: Litton Industries (1967-1977); McGraw-Edison Service Company (1977-1985); Cooper Industries, Inc. (1985-19876); and, Magnetek National Electric Coil (1986-1992).

### **4.2.4.2 EXISTING CONDITIONS**

Portions of the Veterans Village component of the Project site are vacant and covered in gravel. There also are various industrial uses on a portion of the Veterans Village component.

Current conditions of the LTASP component of the Project site are the same as described in the 2016 EIR on nearly the entire Plan Area and the 2018 LTASP/Plaza Mexico Residences SEIR. An industrial building has been completed at 2600 East Imperial Highway at the southeast corner of Alameda Street and Philadelphia Way, immediately south of the I-105 freeway; the site of that building was shown as a vacant construction site in an aerial photograph in the 2016 EIR. Two commercial buildings were built in the north-central part of the Plan Area since certification of the 2016 EIR. A commercial building (shoe store) was built at 3197 Imperial Highway at the northeast corner of Peach Street and Imperial Highway; that site was shown as vacant in the EIR. A restaurant was constructed at 3220 East Imperial Highway; that site was shown as a vacant construction site in the EIR.

### **4.2.4.3 SURROUNDING LAND USES**

Commercial, retail, and residential neighborhoods surround the Veterans Village development site.

North: Fernwood Avenue and residential uses beyond

South: State Route 90 (Imperial Highway) and residential uses

East: Plaza Mexico. The shopping mall was renovated in 2004 and includes shopping, dining, and entertainment and is a cultural space for the Mexican-American community

West: Alameda Avenue and residential/commercial uses beyond in the City of Compton

## 4.2.5 General Plan and Zoning

### 4.2.5.1 LYNWOOD TRANSIT AREA SPECIFIC PLAN AMENDMENT

**General Plan.** The LTASP was adopted by the Lynwood City Council on September 6, 2016. Adoption of the LTASP required a General Plan Amendment (GPA), which included amendments to the General Plan Land Use and Mobility Element's (text and exhibits) and the Land Use Map (land use designation). These were adopted concurrently with the LTASP.

Although the GPA and LTASP were adopted by the Lynwood City Council in 2016, the current (2003) Lynwood General Plan elements and land use map do not reflect these amendments. The adopted General Plan land use designation for the LTASP area is "Specific Plan Area."

**Zoning.** The LTASP established the land use categories for the 315-acre area. The entire specific plan area is zoned "SPA" (Lynwood Transit Area Specific Plan). Within this zone, specific land use categories established in the LTASP Land Use Diagram are the following.

- Town Center District
- Corridor Mixed Use-1
- Corridor Mixed Use-2
- Industrial
- St. Francis Medical
- Transit Station
- Residential
- Open Space

### 4.2.5.2 VETERANS VILLAGE RESIDENTIAL/COMMERCIAL DEVELOPMENT

**General Plan.** The adopted General Plan land use designation for the 3.6-acre site is "Specific Plan Area."

**Zoning.** The zoning designation of the Veterans Village site is "SPA" (Lynwood Transit Area Specific Plan); specifically, a combination of Residential, Open Space and Industrial, as established in the LTASP Land Use Diagram.

## 4.3 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when a project's incremental effect is cumulatively considerable. Its further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great detail as that necessary for the project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the

incremental impact of the Project when added to effects of past projects, other current projects, and probable future projects in the vicinity.

CEQA Guidelines Section 15130 (b)(1) states that the information used 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 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 designed to evaluate regional or area-wide conditions.

The cumulative impact analyses in this Draft SEIR use source No. 2 for the LTASP Amendment, and No. 1 for the Veterans Village development. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this Draft SEIR analyzes the environmental impacts of developments in accordance with buildout of the LTASP. As a result, this Draft SEIR addresses the cumulative impacts of development within the City of Lynwood.

In general, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various City services and public utilities. Cumulative impacts that have the potential for impacts beyond the City boundary (e.g., traffic, air quality, noise) have been addressed through cumulative growth in the City and region using the Transportation Analysis, which uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area and a list of projects producing related cumulative impacts are used for the cumulative impact analyses of this Draft SEIR. Please refer to Chapter 5 of this Draft SEIR for discussion of the cumulative impacts associated with development and growth in the City and region.

## 5. ENVIRONMENTAL ANALYSIS

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Chapter 5 examines the environmental setting, impacts, and mitigation measures associated with the Project. This chapter is divided into sections for respective environmental topics that were determined to need further study in the SEIR. Environmental issues and their corresponding sections are the following.

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Cultural Resources
- 5.4 Geology and Soils
- 5.5 Greenhouse Gas Emissions
- 5.6 Hazards and Hazardous Materials
- 5.7 Hydrology and Water Quality
- 5.8 Land Use and Planning
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Public Services
- 5.12 Recreation
- 5.13 Transportation and Traffic
- 5.14 Tribal Cultural Resources
- 5.15 Utilities and Service Systems

Sections 5.1 through 5.14 provide a discussion of the environmental setting, impacts associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. Any residual impacts following the implementation of any mitigation measure also are discussed.

Chapter 7 of this SEIR determined that, for some specific issues under each of the environmental topics, implementation of the Project would not result in any new impacts or increase the severity of impacts compared to the Adopted Specific Plan as analyzed by the LTASP EIR or the 2018 LTASP Amendment/Plaza Mexico Residences SEIR. Pursuant to Public Resources Code § 21166 and CEQA Guidelines § 15162, these issues are not discussed further in Chapter 5, *Environmental Analysis*, of this SEIR.

### Organization of Environmental Analysis

To assist the reader with comparing information between environmental topics, each section (Sections 5.1 through 5.15) is organized under the following headings.

- Environmental Setting (Regulatory Setting and Existing Conditions)

## 5. Environmental Analysis

- Thresholds of Significance
- Summary of Impacts Associated with the 2016 Approved Project
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Applicable Mitigation Measures from the 2016 LTASP EIR
- Additional Mitigation Measures from the 2018 LTASP Amendment/Plaza Mexico Residences SEIR
- Mitigation Measures for the LTASP/Veterans Village Project
- Level of Significance After Mitigation

In addition, Chapter 1. *Executive Summary*, includes a table that lists all the impacts, their level of significance, and any required mitigation.

### Terminology Used in this Draft SEIR

The level of significance is identified for each impact in this SEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- A finding of **no impact** is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered **less than significant** if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered **less than significant with mitigation incorporated** if the analysis concludes that the project may have a substantial adverse effect on the environment; however, with the inclusion of environmental commitments or other enforceable measures, those adverse effects would be reduced or avoided and the project would ultimately result in no substantial adverse change to the environment.
- A **significant unavoidable impact** would cause a substantial adverse effect on the environment, and there are no feasible mitigation measures, or mitigation measures would reduce impacts but not to less than significant levels, the remaining impacts are considered significant and unavoidable.

## 5.1 AESTHETICS

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for Project development and implementation to result in Aesthetic impacts to the Project site or to the surrounding area. The evaluation is derived from information contained in the City of Lynwood General Plan, City of Lynwood Transit Area Specific Plan, City of Lynwood Transit Area Specific Plan Environmental Impact Report, Plaza Mexico Residences Supplemental Environmental Impact Report, Project conceptual elevations, and the View Analysis performed by Infrastructure Engineers.

### ENVIRONMENTAL SETTING

The entire Lynwood Transit Area Specific Plan (LTASP) area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. The following are notable areas of development within the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwod Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

Full buildout of the Specific Plan is envisioned to occur within a 25-year period and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

The Veterans Village component of the Project is located within the newly-created West Town Center of the overall LTASP. The Town Center District is the triangular-shaped quadrant generally bounded by Imperial Highway, Long Beach Boulevard, State Street and Interstate 105. This District will be approximately 13.8 acres in area. The West Town Center District currently contains the following uses: 5.89 acres of industrial uses, 7.91 of vacant land.

The LTASP will be revised to indicate the West Town Center District will envision a transformative mixed-use, transit-oriented development area that would include development of up to 632 multi-family residential units and approximately 25,000 square feet of commercial uses to support a veteran population. Applicable LTASP design guidelines and development regulations would promote destination, service and retail uses oriented around a central plaza with residential uses above. Safe pedestrian and bicycle paths would be established through the West Town Center District to connect with adjacent neighborhoods, parks and the Metro Green Line Station. It is envisioned that shared parking structures should be developed to enable “park once” opportunities.

The West Town Center Neighborhood is an area intended to establish a transition from the vibrant, mixed-use entertainment, retail and high-density residential Town Center District. It is envisioned future development would include a medium-density to high density residential neighborhood focused on serving veterans and their families.

## REGULATORY BACKGROUND

The regulatory framework discusses the regulatory agencies/policies that affect Aesthetics in the City of Lynwood and the Project area. Major policy documents for Lynwood include laws at the State level and planning documents at the local level.

### LOCAL

#### CITY OF LYNWOOD GENERAL PLAN

City of Lynwood General Plan Community Design Element delineates specific design guidelines that establish Lynwood's image reflective of its history, present and future aspirations. The overall objective of the City's Community Design Element is to preserve positive aspects of the City and to eliminate aspects of the City's image that are less desirable. The Design Policies, Programs and Standards in this General Plan Element are intended to enhance Lynwood's overall land use, zoning and economic development planning processes over the long term by providing a positive cumulative impact on the character of new development within the City.

The following are **Community Design Goals** that are intended to be broad-based statements of purpose that reflect local community values and desires and to provide general direction in policy and program formulation.

Goal No. 1 – Encourage physical development that enhances the positive image of the City as a balanced residential community indicative of its "All American City" status.

Goal No. 2 – Define urban design components that provide a unique visual character for the City and distinguish the City from its neighboring communities.

Goal No. 3 – Develop innovative strategies for bridging the physical separation of the City created by construction of the Century Freeway.

Following are **Community Design Policies** formulated to further refine and provide substantive recommendations in support of Community Design Goals.

Policy No. 1 – Formulate general design guidelines for residential and commercial properties to ensure that new construction and renovation of existing structures achieve a high level of architectural and site design quality.

Policy No. 2 – Develop design guidelines, which facilitate the creation and identification of distinct neighborhoods throughout the City.

Policy No. 3 – Develop street median landscape standards to enhance the streetscape.

Policy No. 4 – Develop joint programs with adjacent jurisdictions to create a distinct image for the City as citizens travel to and from Lynwood; a pattern of identifiable portals should be created to improve the image and identity of the City.

Policy No. 5 – Ensure that signage is visually attractive, compatible within the neighborhood setting and provides a high quality image for the City.

The Project site is considered to be located along the Imperial Highway Corridor, which would present unique opportunities to enhance the City’s urban design image. In addition, Imperial Highway is identified in the General Plan Community Design Element as a Landscape Corridor. It is suggested within the Element that Imperial Highway be improved with a tree-lined center divider and medians along Imperial Highway be extensively landscaped with specimen size trees, drought tolerant shrubs and ground covers, and stamped decorative concrete where appropriate. Furthermore, and importantly for the Project, the Element states an edge treatment “could be implemented incrementally through a requirement that all new development along [Imperial Highway] . . . conform to a landscape plan . . .” The Element also states “developer fees for street improvements can be imposed to help finance the recommended improvements for . . . Imperial Highway.”

### **LYNWOOD TRANSIT AREA SPECIFIC PLAN (AS AMENDED)**

The LTASP will be revised to have a maximum building height in the West Town Center District of six stories for apartments and three stories for townhomes. The Design Strategy for the West Town Center District states as follows.

- Buildings shall be oriented toward Imperial Highway, Alameda Street, and a central plaza.
- Commercial spaces would be established to support a veteran population to such as child care facilities, a health care center, government offices, educational services and the like.
- Retail use would also be allowed and promoted in the District to ensure a well-balanced planned area. Buildings would feature attractive facades that front streets and the interior plaza to enhance increased pedestrian activity and community gathering.

The West Town Center Neighborhood is envisioned to have residential development that is compatible with existing residential development north of Fernwood Avenue.

## THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to aesthetics if the project would:

- AE-1** Have a substantial adverse effect on a scenic vista
- AE-2** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- AE-3** Substantially degrade the existing visual character or quality of the site and its surroundings
- AE-4** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

## SUMMARY OF IMPACTS ASSOCIATED WITH THE 2016 APPROVED PROJECT

The 2016 LTASP EIR found proposed changes to Specific Plan development standards would facilitate changes to the visual character of the LTASP area relative to buildout under the existing City General Plan and Municipal Code regulations. This finding also was supported by the following text – “However, the proposed land use designations and the corresponding development standards and design guidelines in the Specific Plan would improve the visual quality of the environment, and the . . . design review criteria for new developments would ensure their visual compatibility with existing uses in the [Specific] Plan area. Impacts to visual character would be less than significant.”

## ENVIRONMENTAL IMPACTS

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

Because the existing conditions have not changed, and the overall size, location and development allowance of the LTASP has not changed, the LTASP Amendment component would not change this finding, no new impacts would occur.

### ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

**AE-1** – There are no scenic vistas from or to the Project site. Therefore, Project development and operation will not result in a substantial adverse effect on a scenic vista.

**No impact will result.**

**AE-2** – There are no scenic resources within the Project site and no California State-designated scenic highways in the vicinity of the Project site. Therefore, Project development and operation will not result in damage to a scenic resource.

**No impact will result.**

**AE-3** – The Project site contains industrial uses and vacant area. The existing appearance of the Project site will be improved with Project development and with compliance with General Plan policies.

Therefore, Project development and operation will not substantially degrade the existing visual character or quality of the site and its surroundings.

**No impact will result.**

**AE-4** – The Veterans Village component of the Project will involve multi-story buildings where none now exist on the Veterans Village site. Project development and operation thereby will result in creating a new source of substantial light and glare that would adversely affect day or nighttime views in the Project area.

**The impact will be reduced to a less than significant level with Mitigation.**

### **CUMULATIVE IMPACTS**

Cumulative aesthetic impacts are created when the development combined with other future developments contributes to overall aesthetics impacts. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Departments.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

Project development and operation would contribute to significant additional light and glare creation in the Veterans Village component of the Project area. However; with mitigation the impact would be less than significant. In consideration of the preceding factors, the development's contribution to cumulative aesthetic impacts would be rendered less than significant, and therefore, development impacts would not be cumulatively considerable.

Figure 5 – Building Elevations



## **LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

New significant impacts related to aesthetics have been identified for the Project, as compared to the 2016 Approved Project and the 2018 Plaza Mexico Residences Modified Project; therefore, additional mitigation is required.

The Project vicinity has an urban character and high nighttime light levels from street lights, lighting in nearby parking lots, and light fixtures attached to exterior building facades. Vehicle headlights from autos traversing Imperial Highway and Alameda Avenue adjacent to the Project site also contribute to nighttime light. Although glare is primarily a daytime phenomenon caused by sunlight reflecting from structures, roadways and vehicles, glare also can be created at night by vehicle headlights. Residential uses in the Project vicinity would be most sensitive to night lighting and glare. Project development and operation may contribute to an increase in light and glare visible to residents near the Project site and would expose Project residents to light and glare impacts from the developed vicinity and from vehicular traffic and light fixtures along Imperial Highway, Alameda Avenue, and Fernwood Avenue.

Project development would increase the overall development intensity and introduce related new sources of light. Potential sources of new nighttime light include spillover from windows of residences and from outdoor security lighting, and building-mounted lighting. Development of multi-story buildings could produce glare from sunlight reflecting off windows and from motor vehicles or vehicle headlights shining at night. However, the new sources of light and glare would not substantially increase nighttime lighting or glare in the urbanized Project vicinity. In addition, compliance with Chapter 25 of the Lynwood Municipal Code lighting standards for commercial and residential uses will assist in minimizing light and glare impact.

Without mitigation, the following impact would be potentially significant.

## **APPLICABLE MITIGATION MEASURES FROM THE 2016 LTASP EIR**

No Mitigation Measures pertaining to Aesthetics were identified in the 2016 LTASP EIR

## **ADDITIONAL MITIGATION MEASURES FROM THE 2018 LTASP/PLAZA MEXICO RESIDENCES SEIR**

No Mitigation Measures pertaining to Aesthetics were identified in the 2018 Plaza Mexico SEIR.

## **MITIGATION MEASURES FOR THE 2018 LTASP/VETERANS VILLAGE PROJECT**

Compliance with **Mitigation Measure MM-AES-1** will ensure impacts from light and glare would remain less than significant.

**MM-AES-1** – All Veterans Village component of the Project exterior and security lighting shall be confined to the Project site to avoid casting light or glare onto adjacent properties. Prior to issuance of an Electric Permit, the Applicant shall submit a Lighting and Photometric Plan that provides evidence of this Mitigation and shall obtain approval of such Plan by the Director of Development Compliance and Enforcement Services.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

### **LTASP AMENDMENT**

The LTASP Amendment component of the Project would not result in a significant impact related to Aesthetics.

### **VETERANS VILLAGE**

With implementation of the Mitigation Measure listed above, the potential impact of the Veterans Village Development associated with Aesthetics would be less than significant.

## 5.2 AIR QUALITY

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for Project development and operation to result in Air Quality impacts to the Project site and to the surrounding area. The information for this section is based on the Blodgett Baylosis Environmental Planning-prepared “Air Quality & Noise Study – Transit Area Specific Plan Amendment, Lynwood, California,” (October 3, 2018), the City of Lynwood General Plan, “Lynwood Transit Area Specific Plan,” and the “Lynwood Transit Area Specific Plan EIR.”

### ENVIRONMENTAL SETTING

The Project site has a mix of vacant land, industrial development, and a right-of-way. The Project site is surrounded by urban development as follows.

- To the north – Fernwood Avenue extends along the north side of the Veterans Village component of the Project site. Residential development is located north of Fernwood Avenue. Commercial land uses are located on the west and east ends of the Fernwood Avenue segment of the Veterans Village component of the Project.
- To the south – The Veterans Village component of the Project is bordered to the south by the Century/Glenn M. Anderson Freeway (Interstate 105).
- To the west – The Veterans Village component of the Project is bordered to the west by Alameda Street.

The Project site is located in the South Coast Air Basin (SCAB). The SCAB climate and topography contribute to formation and transport of pollutants that contain ozone or other chemicals that react with sunlight throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants, resulting in high pollutant concentrations near the ground surface. The United States Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for which the California Air Resources Board (ARB) and the South Coast Air Quality Management District (SCAQMD) have primary implementation responsibility. The ARB and the SCAQMD also are responsible for ensuring California ambient air quality standards (CAAQS) are met (California Air Resources Board 2008a). SCAQMD manages air quality in the Los Angeles County portion of the South Coast Air Basin; it has jurisdiction over air quality issues in the County and administers air quality regulations developed at the federal, State, and local levels. It also is responsible for implementing strategies for air quality improvement and recommending Mitigation Measures for new growth and development.

### FEDERAL/STATE

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone, particulate matter (particulate matter of less than 10 microns in diameter [PM<sub>10</sub>] and particulate matter less than 2.5 microns in diameter [PM<sub>2.5</sub>]), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. The pollutants of greatest concern in the SVAB are ozone, particulate matter, and carbon monoxide.

Carbon dioxide (CO<sub>2</sub>) and toxic air contaminants (TAC) also affect climate change and human health, respectively, but no State or federal ambient air quality standards exist for these pollutants.

Ozone: Ozone is a respiratory irritant and oxidant that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NO<sub>x</sub>) react in the atmosphere in the presence of sunlight to form ozone. Ozone is primarily a summer air pollution problem, and high ozone levels often occur downwind of the emission source.

Inhalable Particulate Matter: Federal and State ambient air quality standards for particulate matter apply to two classes of particulates: PM<sub>10</sub> and PM<sub>2.5</sub>. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Sources of PM<sub>10</sub> in the SVAB are both rural and urban, and include agricultural burning, disking of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

Carbon Monoxide: Carbon monoxide is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning).

Carbon Dioxide: Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO<sub>2</sub> will remain elevated for decades. Increasing CO<sub>2</sub> concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.

Mobile Source Air Toxics/Toxic Air Contaminants: Toxic air contaminants (MSATs/TACs) are pollutants that may result in an increase in mortality or serious illness, or that may pose a present or potential hazard to human health. ARB identified particulate matter from diesel-fueled engines as a TAC, which is estimated to be responsible for about 70% of the total ambient air toxics risk (ARB 2000).

## REGIONAL

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants, as follows.

- Ozone (O<sub>3</sub>) – A nearly colorless gas that irritates the lungs, damages materials and vegetation; formed by a photochemical reaction (when nitrogen dioxide is broken down by sunlight)
- Carbon monoxide (CO) – A colorless, odorless toxic gas that interferes with transfer of oxygen to the brain; produced by incomplete combustion of carbon-containing fuels
- Nitrogen oxides (NO<sub>x</sub>) – Yellowish-brown gases that at high levels can cause breathing difficulties; formed with nitric oxide combines with oxygen
- Sulfur dioxide (SO<sub>2</sub>) – A colorless, pungent gas formed primarily by combustion of sulfur-containing fossil fuels
- PM<sub>10</sub> and PM<sub>2.5</sub> – Particulate matter less than ten microns and two and one-half microns in diameter, respectively; particulates of this size cause a greater health risk with inhaled

According to the Air Quality Analysis prepared for the Project, a project would be considered to have a significant effect on air quality if it violated any ambient air quality standard (AAQS), contributed substantially to an existing air quality violation, or exposed sensitive receptors to substantial pollutant concentrations. In addition to Federal and State AAQS standards, the SCAQMD has established daily and quarterly emissions thresholds for construction activities and project operation. Projects in the South Coast Air Basin generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- 75 pounds per day of reactive organic compounds
- 100 pounds per day of nitrogen oxides
- 550 pounds per day of carbon monoxide
- 150 pounds per day of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>
- 150 pounds per day of sulfur oxides

A project would have a significant effect on air quality if any of the following operational daily emissions thresholds for criteria pollutants are exceeded.

- 55 pounds of reactive organic compounds
- 55 pounds of nitrogen oxides
- 550 pounds of carbon monoxide
- 150 pounds of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>
- 150 pounds per day of sulfur oxides

## THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to air quality if the project would:

- AQ-1** Conflict with or obstruct implementation of the applicable air quality plan
- AQ-2** Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- AQ-3** 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)
- AQ-4** Expose sensitive receptors to substantial pollutant concentrations
- AQ-5** Create objectionable odors affecting a substantial number of people

## SUMMARY OF IMPACTS ASSOCIATED WITH THE 2016 APPROVED PROJECT AND 2018 LTASP/PLAZA MEXICO RESIDENCES SEIR

The 2016 LTASP Certified EIR concluded that the Approved LTASP would result in less than significant air quality impacts. The 2016 Certified EIR identified that the Approved project would not conflict with the SCAQMD Air Quality Management Plan (at that time, the 2012 AQMP). The SCAQMD has adopted the 2016 AQMP. The 2016 Certified EIR identified that the Approved Project would result in less than significant construction impacts and would not cumulatively contribute to non-attainment designations in the South Coast Air Basin. However, site-specific analysis of site preparation phases was not included in the Approved Project assessment. The 2016 Certified EIR identified that operational phase emissions would exceed the SCAQMD significance thresholds. However, long-term emissions project-level and cumulative impacts were identified as less than significant because policies in the LTASP would reduce emissions and future site-specific analysis would be required. The 2016 Certified EIR also identified less than significant CO hotspot impacts and odor impacts. Furthermore, the 2016 Certified EIR evaluated the potential to expose sensitive receptors at the project site to existing concentrations of air pollutant emissions from proximity to I-105. The EIR included several mitigation measures to ensure that future residents were not exposed to substantial concentrations of air pollutants.

The 2018 LTASP/Plaza Mexico Residences Supplemental EIR found that the Lynwood Transit Area Specific Plan Amendment would result in potentially significant short-term air quality impacts related to construction activities that would require substantial demolition or site preparation, including soil export. Under the California Building Industry Association v. Bay Area Air Quality Management District (2015, 62 Cal. 4<sup>th</sup> 369, Case No. S213478), environmental impacts to future project-related land uses are not considered CEQA impacts.

The 2018 LTASP/Plaza Mexico Residences Supplemental EIR found as follows.

- Project development and operation of short-term and long-term air quality impacts would ~~violate would~~ exceed South Coast Air Quality Management District regional significance thresholds and that this impact would remain significant and unavoidable due to the South Coast Air Quality Management District significant thresholds pertaining to various criteria air pollutants that may be exceeded. Specifically, development of that project would result in a long-term cumulatively considerable net increase of Ozone and Particulate Matter 2.5.
- Project impacts related to consistency with the SCAQMD Air Quality Management Plan remained less than significant.
- Because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed South Coast Air Quality Management District local significance thresholds pertaining to criteria air pollutants and health risk. This impact would remain significant and unavoidable.
- Construction and long-term impacts related to violation of any air quality standard or contribution substantially to an existing or projected air quality violation would remain less than significant.
- The 2018 LTASP/Plaza Mexico Residences project short-term air quality impacts would exceed SCAQMD significance thresholds during the long-term operation phase and therefore would cumulatively contribute to non-attainment designations of the South Coast Air Basin; long-term emissions would not exceed SCAQMD regional significance thresholds and would not cumulatively contribute to non-attainment designations of the South Coast Air Basin.
- The 2018 LTASP/Plaza Mexico Residences project, in that new information became available, determined that a substantial increase in short-term construction impacts would occur, but not pose a threat to on-site and off-site receptors and the related level of impact would be less than significant.
- New Mitigation was necessary to lessen identified impacts to the extent possible.
- The Supplemental EIR concludes that air quality impacts, mobile source noise impacts, greenhouse gas emissions impacts, and traffic impacts would remain significant in a cumulative context.

## ENVIRONMENTAL IMPACTS

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

The findings presented above for the 2018 LTASP/Plaza Mexico Residences Supplemental EIR remain valid.

### ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

**AQ-1** – The Air Quality Analysis estimated short-term air quality impacts that would result from Project development will not exceed SCAQMD significance thresholds.

**The resultant level of impact is less than significant.**

**AQ-2** – The Project site is located in a non-attainment area for Ozone and Particulate Matter. SCAQMD Standard Conditions enumerated below will be applied to Project development and thereby reduce potential construction-related impacts.

**The resultant level of impact will be significant and unavoidable.**

**AQ-3** – The Project site is located in a non-attainment area for Ozone and Particulate Matter. SCAQMD Standard Conditions enumerated below will be applied to Project development and thereby reduce potential construction-related impacts. Implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2 will lessen the degree of impact.

**The resultant level of impact will be significant and unavoidable.**

**AQ-4** – Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e. assisted living facilities). A review of the Project area indicates there are sensitive receptors within one-fourth mile of the Project site. As such, impact is anticipated. A school is located approximately 700 feet from the Project site. Single-family and multi-family residences are located directly across Fernwood Avenue from the Project site. Students and residents could be exposed to short-term dust generated from grading and construction activities. Implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2 will require the Applicant to comply with all Best Management Practices contained in the South Coast Air Quality Management District Rule 403 and thereby reduce this potential impact to a less than significant level.

**The resultant level of impact would be less than significant after Mitigation is implemented.**

**AQ-5** – During Project development (grading; construction), there would be minimal odor emissions associated with grading and construction equipment emissions. However, these odors will be short-term in duration.

**The resultant level of impact is less than significant.**

## CUMULATIVE IMPACTS

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
4. Plaza Mexico Residences

The South Coast Air Basin is a non-attainment area for federal standards for Ozone, Particulate Matter 2.5 and Lead and is non-attainment for State standards for Ozone, Particulate Matter 2.5 and 10, Nitrogen Oxides, and Lead. Thereby, any growth in the Los Angeles metropolitan area would contribute to existing exceedances of ambient air quality standards with considered as a whole with existing development. Cumulative development of the entire LTASP (through 2040) would result in a population growth greater than Southern California Association of Governments growth projections for Lynwood. Therefore, LTASP build out would conflict with, but not potentially obstruct implementation of the 2016 Air Quality Management Plan due to the transit-oriented design of the LTASP. However, Project air quality impacts would be cumulatively considerable but less than significant.

## LEVEL OF SIGNIFICANCE BEFORE MITIGATION

### SHORT-TERM AIR QUALITY IMPACTS

The Air Quality Study performed for the Project used the computer model CalEEMod V.2016.3.2 developed for the SCAQMD to estimate potential Project construction-related emissions. The estimated Project construction schedule was assumed to occur over 24 months and would include demolition of existing industrial buildings and clearance on the Veterans Village component of the Project, grading, construction of new units, and Project finishing of the Veterans Village component including paving, painting, and installation of landscaping. The following Table demonstrates daily construction emissions will not exceed SCAQMD significance thresholds.

**Table 1 – Estimated Construction Emissions (Pounds Per Day)**

Construction Phase	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition (On-Site)</b>	3.51	35.78	22.06	0.03	1.90	1.68
<b>Demolition (Off-Site)</b>	0.07	0.20	0.70	--	0.17	0.04
<b>Total Demolition</b>	3.58	35.98	22.76	0.03	2.07	1.72
<b>Site Preparation (On-Site)</b>	4.33	45.57	22.06	0.03	20.45	12.12
<b>Site Preparation (Off-Site)</b>	0.08	0.06	0.80	--	0.20	0.05
<b>Total Site Preparation</b>	4.41	45.63	22.86	0.03	20.65	12.17
<b>Grading (On-Site)</b>	4.73	54.52	33.37	0.06	10.46	5.72
<b>Grading (Off-Site)</b>	0.09	0.06	0.89	--	0.22	0.06
<b>Total Grading</b>	4.82	54.58	34.26	0.06	10.68	5.78
<b>Building Construction (On-Site) 2019</b>	2.36	21.07	17.16	0.02	1.28	1.21

<b>Building Construction (Off-Site) 2019</b>	2.54	9.81	22.79	0.07	5.73	1.59
<b>Total Building Construction 2019</b>	4.90	30.88	39.95	0.09	7.01	2.80
<b>Building Construction (On-Site) 2020</b>	2.11	19.18	16.84	0.02	1.11	1.05
<b>Building Construction (Off-Site) 2020</b>	2.33	8.96	20.72	0.07	5.71	1.57
<b>Total Building Construction 2020</b>	4.44	28.14	37.56	0.09	6.82	2.62
<b>Paving (On-Site)</b>	1.35	14.06	14.65	0.02	0.75	0.69
<b>Paving (Off-Site)</b>	0.06	0.04	0.61	--	0.16	0.04
<b>Total Paving</b>	1.41	14.10	15.26	0.02	0.91	0.73
<b>Architectural Coatings (On-Site)</b>	63.67	1.68	1.83	--	0.11	0.11
<b>Architectural Coatings (Off-Site)</b>	0.42	0.28	3.80	0.01	1.04	0.28
<b>Total Architectural Coatings</b>	64.09	1.96	5.63	0.01	1.15	0.39
<b>Maximum Daily Emissions</b>	64.09	54.58	39.95	0.10	20.65	12.18
<b>Daily Thresholds</b>	75	100	550	150	150	55

**LONG-TERM (OPERATIONAL) AIR QUALITY IMPACTS** Term (Operational) Air Quality Impacts

Long-term air quality impacts associated with the Project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with energy generation (natural gas and electricity). The Air Quality Study performed for the Project used the CalEEMod computer model for analysis of long-term operational impacts. As indicated in the following Table, projected long-term emissions also will be below thresholds considered to be a significant impact.

**Table 2 – Estimated Operational Emissions (Pounds Per Day)**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Area-Wide</b>	15.74	0.60	52.31	--	0.28	0.28
<b>Energy</b>	0.26	2.28	0.99	0.01	0.18	0.18
<b>Mobile</b>	8.30	39.13	93.20	0.30	23.39	6.46
<b>Total</b>	24.32	42.03	146.50	0.32	23.86	6.93
<b>Daily Thresholds</b>	55	55	550	150	150	55

The 2018 LTASP Amendment and Plaza Mexico Residences Supplemental EIR presented modifications to original modifications (expressed below as **MM-AQ-1** through **MM-AQ-4** presented in the 2016 LTASP EIR. Additional mitigation measures are not required but advisable, per the Air Quality Assessment conducted for the Project and are presented below as **MM-AQ-5** and **MM-AQ-6**.

**APPLICABLE MITIGATION MEASURES FROM THE 2016 LTASP EIR**

None. The 2016 LTASP EIR Mitigation Measures were replaced by Mitigation Measures in the 2018 LTASP/Plaza Mexico Residences Supplemental EIR noted below.

## **ADDITIONAL MITIGATION MEASURES FROM THE 2018 LTASP/PLAZA MEXICO RESIDENCES SEIR**

The 2018 LTASP Amendment and Plaza Mexico Residences Supplemental EIR presented the following new Mitigation Measures that remain applicable to the LTASP Amendment component of the Project, particularly due to the proximity of residences to the Project site.

**MM-AQ-1** – Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), the project applicant shall submit a construction-related air quality study that evaluates potential regional project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing regional air quality impacts. In construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.

**MM-AQ-2** – Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) and are within meters (82 feet) of a sensitive land use, the project applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.

**MM-AQ-3** – The construction contractor shall install Level 2 Diesel Particulate Filters (DPF) on off-road construction equipment used during ground disturbing activities. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for use of Level 2 DPF or higher emissions standards for equipment used during ground disturbing activities. During constructions, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Lynwood. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

**MM-AQ-4** – Prior to the issuance of construction permits, the construction contractor shall prepare and submit to the City of Lynwood a fugitive dust control plan, which shall note (1) the requirement to water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day during the entirety of the construction duration; and (2) the requirement to apply dust suppressants (e.g., polymer emulsion) to disturbed areas. The watering and dust suppressant requirements shall be in addition to the existing requirements for fugitive dust control under South Coast Air Management District Rule 403. The City of Lynwood Building & Safety Services Department shall verify that this measure is implemented during normal construction site inspections.

**MM-AQ-5** – The following standard conditions shall be applicable to the Project to reduce potential construction (short-term) emissions impacts to less than significant levels.

- The Project site shall be watered up to three times per day during construction-related activities to limit dust emissions from construction or demolition related disturbances of soil, wind-driven fugitive dust, and dust generated from unpaved parking lots and roads.
- The SCAQMD requires installation of wind-fence and covering of outdoor storage piles to limit dust emissions from storage and handling of bulk materials.
- The SCAQMD requires truckload covers, wheel washing, and street sweeping to control and clean up mud and dirt that adhere to vehicles and vehicle tires and is carried from a construction site and deposited onto a paved public road.
- The Applicant shall ensure that contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
- No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than three minutes in any 60-minute period.

**MM-AQ-6** – The following standard conditions shall be applicable to the Project to reduce potential operational (long-term) emissions impacts to less than significant levels.

- The Project contractors will ensure all diesel trucks and equipment are not left to idle for longer than five minutes.
- Construction staging and queuing will be prohibited from taking place within a public right-of-way.
- Construction equipment shall utilize alternative clean burning fuels such as CNG or bio-diesel when feasible.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

### **LTASP AMENDMENT**

#### **SHORT-TERM AIR QUALITY IMPACTS RELATED TO THRESHOLD OF SIGNIFICANCE AQ-3**

Build out of the LTASP Amendment would occur over a long period (estimated at more than 20 years). Construction time frames and equipment for individual site specific projects are unavailable at this time. There remains a potential for multiple developments to be constructed at any one time and thereby to

result in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure **MM-AQ-1**, project level and cumulative impacts pertaining to short-term Air Quality impacts would be significant and unavoidable.

### **LONG-TERM AIR QUALITY IMPACTS RELATED TO THRESHOLD OF SIGNIFICANCE AQ-3**

Build out of the LTASP Amendment proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD regional significance thresholds and contribute to South Coast Air Basin non-attainment designations and known health effects from poor air quality (e.g., worsening of bronchitis, asthma, and emphysema; decrease in lung function; premature death of people with heart or lung disease; non-fatal heart attacks; irregular heart beat; and, increased respiratory symptoms). Although LTASP measures would reduce regional air quality impacts, long-term air quality impacts remain significant and unavoidable due to the scope of land use development within the LTASP.

### **LONG-TERM AIR QUALITY IMPACTS RELATED TO THRESHOLDS OF SIGNIFICANCE AQ-2 AND AQ-4**

Implementation of Mitigation Measure **MM-AQ-1** would reduce LTASP build out regional construction emissions and therefore reduce localized construction-related criteria air pollutant and DPM emissions to the extent feasible. However, because existing sensitive receptors are near Project-related construction activities, construction emissions generated by individual development projects have the potential to exceed SCAQMD criteria air pollutants (Localized Significance Screening) and health risk.

## **VETERANS VILLAGE**

Mitigation Measure **MM-AQ-2** requires preparation of a construction air quality analysis for discretionary projects subject to CEQA if they are within 25 meters of a sensitive use. In addition, the Air Quality Study performed for the Veterans Village component of the Project indicates with implementation of Mitigation Measures **MM-AQ-5** AND **MM-AQ-6** the potential impacts of the Veterans Village Development associated with Air Quality would be less than significant.

## 5.3 CULTURAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in Cultural Resources impacts on the Project site. The information in this section is derived from content contained in the City of Lynwood General Plan, City of Lynwood Transit Area Specific Plan, City of Lynwood Specific Plan Environmental Impact Report and tribal consultation.

### Environmental Setting

The Project site (and the City of Lynwood) is located in the traditional territory of the Gabrielino tribal group. Most contemporary Gabrielino today identify themselves as Tongva. There are no historic resources in the Project site that are listed on the National Register of Historic Places or the California Register of Historical Resources. The Lynwood Pacific Electric Railway Depot, listed on the National Register, previously was located at 11453 Long Beach Boulevard but was relocated to Lynwood Park near Martin Luther King Jr. Boulevard and Carson Drive, outside the Project site and outside the Lynwood Transit Area Specific Plan study area. Another historic resource at 11331 Plaza Street was listed on the California Register and found eligible for listing on the National Register. However, the building is no longer extant and a shopping center is on its former site.

As part of the planning effort for the Long Beach Boulevard Specific Plan, the City of Lynwood identified four structures as having “significant importance to the local heritage of the community” but noted the structures were not listed on the California Register at the time. Although four structures were mentioned, only three were described in detail: the Helen Grace Chocolate Factory (3303 Martin Luther King Jr. Boulevard); the Lynwood Hotel (3304 Mulford Avenue); and, a residential dwelling unit built in the 1960s (address not provided). The Helen Grace Chocolate Factory is outside the Specific Plan area (and has been converted to a different use). The Lynwood Hotel is within the Lynwood Transit Area Specific Plan study area, but outside the Town Center District and not on the Project site.

The Project site and Lynwood Transit Specific Plan study area are located in the United States Geological Survey South Gate 7.5-minute quadrangle, which is mostly covered by alluvial sediments of Quaternary age (less than or equal to 2.58 million years) deposited by the Los Angeles, Rio Hondo and San Gabriel rivers. The City of Lynwood rests atop alluvial deposits of Holocene and late Pleistocene age that comprise poorly consolidated, poorly sorted, permeable flood-plain deposits of soft clay, silt and loose to moderately dense sand and silty sand. The Lynwood Transit Area Specific Plan Environmental Impact Report indicates there is a single local paleontological resource in the South Gate quadrangle that contains Pleistocene camel, horse and elephant remains.

There are no historic resources in the LTASP area that are listed on either the National Register of Historic Places or the California Register of Historical Resources. There are four structures in the City of Lynwood that are locally important historical resources but are not listed on the California Register.

The LTASP area is located within the United States Geological Survey South Gate 7.5-minute quadrangle. A previous search of online paleontological resources uncovered a single paleontological locality (LACM 4250) in the South Gate quadrangle containing Pleistocene camel, horse and elephant resources.

## Regulatory Background

The regulatory framework discusses the regulatory agencies/policies that affect cultural resources in the City of Lynwood and the project area.

### Federal

The **National Historic Preservation Act** (enacted 1966) established the National Register of Historic Places – which serves as the official designation of historical resources. Districts, sites, buildings, structures and objects are eligible for listing in the National Register if they are significant in American history, architecture, archaeology, engineering and/or culture. To be eligible for listing, a property must be significant under criterion A (history), B (persons), or C (design/construction), possess integrity, and be at least 50 years of age. Listing in the National Register does not entail specific protection or assistance for a property, but does guarantee recognition in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance.

### State

The **California Register of Historical Resources** is an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify State historic resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Criteria for listing resources on the Register includes consideration a resource is historically significant if the resource is one of the following.

- Associated with events or patterns of events that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States
- Associated with lives of persons important to the nation or to California
- 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 value
- It has yielded, or may be likely to yield, information important to the prehistory or history of the State and the nation

Other relevant State cultural resources legislation is the following.

- California Public Resources Code
- California Health and Safety Code
- California Native American Historical, Cultural and Sacred Sites Act (discussed in the “Tribal Cultural Resources” section of this document)

- California Environmental Quality Act

#### **Local**

#### ***City of Lynwood General Plan***

The City of Lynwood General Plan contains a brief overview of Lynwood’s cultural resources in the form of a short development history of the community, but does not contain policies relevant to cultural and historic resources. The Land Use Element of the General Plan does not address historic resources in the General Plan Goals or Land Use Policies. In addition, the City does not have a historic preservation ordinance and does not have formal designation criteria for evaluating historic resources at the local level of significance.

#### ***Lynwood Transit Area Specific Plan (as amended)***

The 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico Residences SEIR do not contain mention of historic or cultural resources within the LTASP area.

### **Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to cultural resources if the project would:

- CR-1** Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- CR-2** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- CR-3** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- CR-4** Disturb any human remains, including those interred outside of dedicated cemeteries

### **Summary of Impacts Associated with the 2016 Approved Project**

#### **The 2016 LTASP EIR AND 2018 SUPPLEMENTAL EIR**

The 2016 LTASP EIR found development of the LTASP would not result in any significant impacts to Cultural Resources and all potential impacts would be considered less than significant. Thereby, the 2016 LTASP EIR did not contain any Mitigation Measures. The 2018 LTASP/Plaza Mexico SEIR did not discuss Cultural Resources in that no changes to impacts or new impacts were identified as part of that Specific Plan Amendment.

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

**CR-1** – The Project site (and the City of Lynwood) is located in the traditional territory of the Gabrielino tribal group. Most contemporary Gabrielino today identify themselves as Tongva. There are no historic resources in the Project site that are listed on the National Register of Historic Places or the California Register of Historical Resources. The Lynwood Pacific Electric Railway Depot, listed on the National Register, previously was located at 11453 Long Beach Boulevard but was relocated to Lynwood Park near Martin Luther King Jr. Boulevard and Carson Drive, outside the Project site and outside the Lynwood Transit Area Specific Plan study area. Another historic resource at 11331 Plaza Street was listed on the California Register and found eligible for listing on the National Register. However, the building is no longer extant and a shopping center is on its former site.

As part of the planning effort for the Long Beach Boulevard Specific Plan, the City of Lynwood identified four structures as having “significant importance to the local heritage of the community” but noted the structures were not listed on the California Register at the time. Although four structures were mentioned, only three were described in detail: the Helen Grace Chocolate Factory (3303 Martin Luther King Jr. Boulevard); the Lynwood Hotel (3304 Mulford Avenue); and, a residential dwelling unit built in the 1960s (address not provided). The Helen Grace Chocolate Factory is outside the Specific Plan area (and has been converted to a different use). The Lynwood Hotel is within the Lynwood Transit Area Specific Plan study area, but outside the Town Center District and not on the Project site.

The Project site and Lynwood Transit Specific Plan study area are located in the United States Geological Survey South Gate 7.5-minute quadrangle, which is mostly covered by alluvial sediments of Quaternary age (less than or equal to 2.58 million years) deposited by the Los Angeles, Rio Hondo and San Gabriel rivers. The City of Lynwood rests atop alluvial deposits of Holocene and late Pleistocene age that comprise poorly consolidated, poorly sorted, permeable flood-plain deposits of soft clay, silt and loose to moderately dense sand and silty sand. The Lynwood Transit Area Specific Plan Environmental Impact Report indicates there is a single local paleontological resource in the South Gate quadrangle that contains Pleistocene camel, horse and elephant remains.

Project development will not result in any new, or more severe, impacts related to Cultural Resources than those identified in the 2016 LTASP EIR. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

**The resultant level of impact related to the LTASP component of the Project is less than significant.**

**CR-2** – There are known archaeological resources in the Lynwood Transit Area Specific Plan study area. The Project site is vacant but previously disturbed. Archaeological resources that may have existed at or near the surface have likely been disturbed by any past activities. As a result, uppermost soil sediments are not likely to contain archaeological resources. However, given the well-documented occupation of the Project area by indigenous tribes and others both prehistorically and historically, there is a reasonable potential Project development could occur on sites with previously unknown archaeological resources. Effects on archaeological resources are knowable only once Project specific proposed ground-disturbing activity occurs. Project development will occur pursuant to adopted County of Los Angeles and City of Lynwood policies, ordinances, procedures and Standard Conditions.

**The resultant level of impact related to the LTASP component of the Project is less than significant.**

**CR-3** – There are known Paleontological resources in the Lynwood Transit Area Specific Plan study area. No paleontological resources were identified during prior development activities in the Specific Plan study area. The Project site is vacant but previously disturbed. The Specific Plan EIR states “...it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. Project development would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the Applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites and is required to comply with City of Lynwood Standard Conditions pertaining to discovery of archaeological resources.

**The resultant level of impact related to the LTASP component of the Project is less than significant.**

**CR-4** – Project development is not expected to disturb any human remains. Notwithstanding this, should any human remains be discovered on the site during grading or construction activities, the Applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites and is required to comply with City of Lynwood Standard Conditions pertaining to discovery of human remains. Also, California State Health and Safety Code Section 7050.5 indicates no further disturbance may occur until the Los Angeles County Coroner has made necessary findings regarding origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the California Native American Heritage Commission (refer to the Tribal Cultural Resources Section of this document for additional discussion).

**The resultant level of impact related to the LTASP component of the Project is less than significant.**

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

**CR-1** – The Project site (and the City of Lynwood) is located in the traditional territory of the Gabrielino tribal group. Most contemporary Gabrielino today identify themselves as Tongva. There are no historic resources in the Project site that are listed on the National Register of Historic Places or the California Register of Historical Resources. The Lynwood Pacific Electric Railway Depot, listed on the National

Register, previously was located at 11453 Long Beach Boulevard but was relocated to Lynwood Park near Martin Luther King Jr. Boulevard and Carson Drive, outside the Project site and outside the Lynwood Transit Area Specific Plan study area. Another historic resource at 11331 Plaza Street was listed on the California Register and found eligible for listing on the National Register. However, the building is no longer extant and a shopping center is on its former site.

As part of the planning effort for the Long Beach Boulevard Specific Plan, the City of Lynwood identified four structures as having “significant importance to the local heritage of the community” but noted the structures were not listed on the California Register at the time. Although four structures were mentioned, only three were described in detail: the Helen Grace Chocolate Factory (3303 Martin Luther King Jr. Boulevard); the Lynwood Hotel (3304 Mulford Avenue); and, a residential dwelling unit built in the 1960s (address not provided). The Helen Grace Chocolate Factory is outside the Specific Plan area (and has been converted to a different use). The Lynwood Hotel is within the Lynwood Transit Area Specific Plan study area, but outside the Town Center District and not on the Project site.

The Project site and Lynwood Transit Specific Plan study area are located in the United States Geological Survey South Gate 7.5-minute quadrangle, which is mostly covered by alluvial sediments of Quaternary age (less than or equal to 2.58 million years) deposited by the Los Angeles, Rio Hondo and San Gabriel rivers. The City of Lynwood rests atop alluvial deposits of Holocene and late Pleistocene age that comprise poorly consolidated, poorly sorted, permeable flood-plain deposits of soft clay, silt and loose to moderately dense sand and silty sand. The Lynwood Transit Area Specific Plan Environmental Impact Report indicates there is a single local paleontological resource in the South Gate quadrangle that contains Pleistocene camel, horse and elephant remains.

Project development will not result in any new, or more severe, impacts related to Cultural Resources than those identified in the 2016 LTASP EIR. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the Veterans Village component of the Project would not change this finding, no new impacts would occur.

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**CR-2** – There are known archaeological resources in the Lynwood Transit Area Specific Plan study area. The Project site has some industrial uses and is partially vacant but previously disturbed. Archaeological resources that may have existed at or near the surface have likely been disturbed by any past activities. As a result, uppermost soil sediments are not likely to contain archaeological resources. However, given the well-documented occupation of the Project area by indigenous tribes and others both prehistorically and historically, there is a reasonable potential Project development could occur on sites with previously unknown archaeological resources. Effects on archaeological resources are knowable only once Project specific proposed ground-disturbing activity occurs. Project development will occur pursuant to

adopted County of Los Angeles and City of Lynwood policies, ordinances, procedures and Standard Conditions.

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**CR-3** – There are known Paleontological resources in the Lynwood Transit Area Specific Plan study area. No paleontological resources were identified during prior development activities in the Specific Plan study area. The Project site is partially vacant (and is disturbed) has some industrial uses. The Specific Plan EIR states “...it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. Project development would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the Applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites and is required to comply with City of Lynwood Standard Conditions pertaining to discovery of archaeological resources.

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**CR-4** – Project development is not expected to disturb any human remains. Notwithstanding this, should any human remains be discovered on the site during grading or construction activities, the Applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites and is required to comply with City of Lynwood Standard Conditions pertaining to discovery of human remains. Also, California State Health and Safety Code Section 7050.5 indicates no further disturbance may occur until the Los Angeles County Coroner has made necessary findings regarding origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the California Native American Heritage Commission (refer to the Tribal Cultural Resources Section of this document for additional discussion).

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

## **Cumulative Impacts**

Cumulative Cultural Resources impacts are created when Project development combined with other recent and anticipated future developments contributes to overall Cultural Resources impacts, requiring additional mitigation to maintain impacts at a less than significant level. A significant cumulative impact is identified when a historical, archaeological or paleontological resource is impacted substantially or when Project development disturbs any human remains. Four cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way

2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The development's incremental effect of Project development to Cultural Resources would be rendered less than significant with Project compliance with State and local Standard Conditions. Therefore, development impacts to Cultural Resources would not be cumulatively considerable.

### **Level of Significance Before Mitigation**

No new significant impacts related to Cultural Resources have been identified for the Project, as compared to the 2016 Approved LTASP and 2018 LTASP/Plaza Mexico Residences Project, as discussed in the previously-certified EIR and SEIR. Therefore, additional mitigation measures are **not** required.

### **Applicable Mitigation Measures from the 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico SEIR**

Project development will not result in any new, or more severe, impacts related to Cultural Resources than those identified in the 2016 LTASP EIR. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding.

### **Additional Mitigation Measures for the 2018 LTASP Amendment/Veterans Village Project**

Project development and operation will not result in new or more severe impacts to Cultural Resources. However, there is a proposed Mitigation Measure pertaining to Tribal Cultural Resources (refer to the Tribal Cultural Resources Section of this document). Therefore, no new Mitigation Measures are required.

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

#### **LTASP Amendment**

Impacts to Cultural Resources of the LTASP component of Project resulting from Project development and operation will remain at a less than significant level.

#### **Veterans Village Development**

Impacts to Cultural Resources of the Veterans Village component of Project resulting from Project development and operation will remain at a less than significant level.

## 5.4 GEOLOGY AND SOILS

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts pertaining to Geology and Soils on the Project site. The “Preliminary Geotechnical Investigation” prepared for the Project, the 2016 Lynwood Transit Area Specific Plan EIR, and the City of Lynwood General Plan serve as the bases of information and analysis in the Geology and Soils section of this SEIR. The 2018 SEIR did not identify Geology and Soils as a section needing additional analysis. This section contains only updated information that pertains to the LTASP area and the Veterans Village Project site.

### Environmental Setting

#### Regional Geology

The Project site is located within the Los Angeles Basin Geomorphic Province of Southern California. The Central Block of the Los Angeles Basin is bounded by the Whittier Fault to the east, the Santa Ana Mountains of the Peninsular Ranges Province to the southeast, the Newport-Inglewood Fault to the west, and the Santa Monica Fault to the north. The Project site itself is located in the Downey Plain, which deposits overlie an erosional surface of late Pleistocene Age, and is close to several major active faults.

The active Newport-Inglewood Fault is approximately 3.1 miles southwest of the Project site; the Whittier Fault is approximately 12.4 miles northeast of the Project site. Faulting with the Los Angeles Basin has manifested itself as a series of right-lateral northwest trending transform faults (e.g. Palos Verdes; Newport-Inglewood; Whittier-Elsinore; San Andreas). Several of these faults are considered active or potentially active pursuant to Alquist-Priolo Earthquake Fault Zoning Act (1994) guidelines.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. However, the Project site may be expected to experience moderate to potentially severe ground shaking from earthquakes generated on the Newport-Inglewood Fault and the Whittier-Elsinore Fault. In addition, the Project site also may experience lesser ground shaking from earthquakes on other faults within southern California. The Geotechnical Investigation conducted for the Project indicates “the potential for surface ground rupture from faulting is considered low.”

#### Earth Materials

The portion of the Project site along Fernwood Avenue between Imperial Highway and Lorraine Street is underlain by artificial fill forming a berm estimated to be 4 to 6 or more feet in thickness. In addition, the Project site is underlain by Quaternary young alluvial deposits of the Downey Plain that generally comprise medium dense sands and stiff to very stiff silts and clays.

## Groundwater

Borings conducted as part of the geotechnical investigation did not encounter groundwater to a maximum depth of 57 feet below ground surface. The historic groundwater high in the Project area is approximately 8 feet below ground surface according to the Seismic Hazard Zone Report for the South Gate 7.5-Minute Quadrangle, Los Angeles County, California (Report 034, prepared by the California Geologic Survey, 1998). However, Los Angeles County Department of Public Works measurements for a well located approximately one-quarter mile south of the Project site indicate the highest recorded groundwater elevation in the well was 67 years ago and the groundwater surface was at a depth of approximately 76 feet below ground surface in the region.

## Flooding

The Project site is located more than 1.5 miles west of the Los Angeles River and not within a FEMA DFIRM Flood Hazard Area.

## Regulatory Background

The regulatory framework discusses the regulatory agencies/policies that affect geology and soils in the City of Lynwood and the project area. Major policy documents for Lynwood include laws at the state level and planning documents at the local level. The regulatory background for the Project is the same as that indicated and discussed in the 2016 LTASP EIR.

## Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to geology and soils if the project would:

- GS-1** Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42); ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides
- GS-2** Result in substantial soil erosion or the loss of topsoil
- GS-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
- GS-4** Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property

- GS-5** Have soils incapable of adequately supporting the use of septic tanks or alternative e waste water disposal systems where sewers are not available for the disposal of waste water

## **Summary of Impacts Associated with the 2016 Approved Project**

The 2016 Lynwood Transit Area Specific Plan EIR indicated all development impacts related to Geology and soils would result in no impact or in less than significant impacts, as follows.

### **Environmental Impacts**

#### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED LTASP AMENDMENT**

The 2016 LTASP EIR found that Geology and Soils impacts would be less than significant or would have no impact according to certain CEQA Thresholds of Significance. The proposed amendments to the LTASP would involve only changing land use designations, as noted in the Project Description section of this SEIR, to facilitate development of 632 multi-family residential units. The number of units proposed falls within the overall Specific Plan residential allowance. Therefore, because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

**GS-1** – The Preliminary Geotechnical Investigation prepared for the Project indicates that there is a potential for permanent ground displacement by liquefaction and the Project site is located in a seismically active area. The Preliminary Geotechnical Investigation recommends “seismic criteria for a near event should be considered in the design of the structure.” However, the Preliminary Geotechnical Investigation further indicates “based on available information from our field investigation and geologic publications, the likelihood of significant surface fault rupture or ground deformation at the site is considered to be relative low.”

**The resultant level of impact related to the LTASP Amendment component of the Project is less than significant.**

**GS-2** – The 2016 LTASP EIR indicated that with compliance with applicable laws and regulations, development within the Specific Plan area would not result in substantial soil erosion or loss of topsoil.

**The resultant level of impact related to the LTASP Amendment component of the Project is less than significant.**

**GS-3** – The 2016 LTASP EIR indicated development within the Specific Plan area, with compliance with the Alquist-Priolo Act Earthquake Fault Act, the California Building Code, and Lynwood General Plan policies would ensure potential impacts associated with unstable soils would be less than significant.

**The resultant level of impact related to the LTASP Amendment component of the Project is less than significant.**

**GS-4** – The 2016 LTASP EIR indicated that compliance with California Building Code requirements would ensure development within the Specific Plan area would ensure protection of structures and occupants from impacts related to expansive soils would be less than significant.

**The resultant level of impact related to the LTASP Amendment component of the Project is less than significant.**

**GS-5** – The 2016 LTASP EIR indicated development within the Specific Plan area would not include septic tanks or alternative waste disposal systems.

**No impact would result from implementation of the LTASP Amendment component of the Project.**

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

**GS-1** – The Preliminary Geotechnical Investigation prepared for the Project indicates that there is a potential for permanent ground displacement by liquefaction and the Project site is located in a seismically active area. The Geotechnical Investigation further recommends “seismic criteria for a near event should be considered in the design of the structure.” However, the Geotechnical Investigation further indicates “based on available information from our field investigation and geologic publications, the likelihood of significant surface fault rupture or ground deformation at the site is considered to be relative low.”

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**GS-2** – The 2016 LTASP EIR indicated that with compliance with applicable laws and regulations, development within the Specific Plan area would not result in substantial soil erosion or loss of topsoil.

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**GS-3** – The Preliminary Geotechnical Investigation prepared for the Project states “according to the State of California Seismic Hazard Zones Map (DCDMG, 1998), the site is located within an area identified as having a potential for liquefaction.” The Preliminary Geotechnical Investigation prepared for the Project indicates “development of the site is considered feasible providing the following conclusions are considered into the design and construction of the proposed project [and] as monitored by this firm [Infrastructure Engineers].”

**The resultant level of impact related to the Veterans Village component of the Project is less than significant, particularly with implementation of the “Recommendations” stipulated in the Preliminary Geotechnical Investigation prepared for the Project.**

**GS-4** – The LTASP EIR indicated that compliance with California Building Code requirements would ensure development within the Specific Plan area would ensure protection of structures and occupants from impacts related to expansive soils would be less than significant.

**The resultant level of impact related to the Veterans Village component of the Project is less than significant.**

**GS-5** – The LTASP EIR indicated development within the Specific Plan area would not include septic tanks or alternative waste disposal systems.

**No impact would result from implementation of the Veterans Village component of the Project.**

## Cumulative Impacts

Cumulative Geology and Soils impacts are created when the development combined with other future developments contributes to the overall geology and soils impacts. The City of Lynwood Planning Department provided three cumulative projects in the vicinity of the Project site, the cumulative development was assumed in the geology and soils analysis to evaluate potential impacts for the 2018 Project.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. The Plaza Mexico Residences

The development's incremental effect to geology and soils would be less than. In consideration of the preceding, the Project development's contribution to cumulative geology and soils impacts would be less than significant or have no impact, and therefore Project development impacts would not be cumulatively considerable.

## Level of Significance Before Mitigation

No new significant impacts related to Geology and Soils have been identified for the Project, as compared to the 2016 Approved Project and to the 2018 Modified Project SEIR; therefore, no additional mitigation measures are required.

## Applicable Mitigation Measures from the 2016 LTASP EIR and 2018 SEIR

The 2016 LTASP EIR and 2018 Supplemental EIR had no mitigation measures for the LTASP pertaining to Geology and Soils.

## Additional Mitigation Measures for the SPA and Veterans Village Project

No Mitigation Measures are required for the Veterans Village Project component. However, the Preliminary Geotechnical Investigation contains recommendations for Project development that pertain to the following and that are defined comprehensively in the Preliminary Geotechnical Investigation.

- Grading
- Sub-Surface Soil Preparation
- Scarification
- Import and Fill Material Usage
- Trench Excavation and Backfill
- Pavement
- Structural Mat Foundation
- Bearing Capacity
- Short-Term Seismic or Wind Loads

- Seismic
- Retaining Walls
- Slabs-on-Grade
- Pre-saturation
- Cement Type
- Settlement
- Temporary Shoring/Bracing
- Surface Drainage
- Planters and Roof Drains
- Geotechnical Observation and Testing
- Foundation Plan Review

## **Level of Significance After Mitigation**

### **LTASP Amendment**

No changes in impacts related to geology and soils will occur as a result of Project development and operation. Therefore, the level of impacts related to the Specific Plan Amendment portion of the Project will remain less than significant.

### **Veterans Village Development**

Potential impacts of the Veterans Village Development associated with geology and soils will be less than significant, as indicated in the Preliminary Geotechnical Investigation conducted for the Project.

## 5.5 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Greenhouse Gas Emissions. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, the Lynwood Transit Area Specific Plan Environmental Impact Report, the 2018 STASP/Plaza Mexico Residences SEIR, and the “Air Quality & Noise Study” (October 3, 2018) prepared by Blodgett Baylosis Environmental Planning.

### Environmental Setting

The Project site has a mix of vacant land, industrial development, and a right-of-way. The Project site is surrounded by urban development as follows.

- To the north – Fernwood Avenue extends along the north side of the Veterans Village component of the Project site. Residential development is located north of Fernwood Avenue. Commercial land uses are located on the west and east ends of the Fernwood Avenue segment of the Veterans Village component of the Project.
- To the south – The Veterans Village component of the Project is bordered to the south by the Century/Glenn M. Anderson Freeway (Interstate 105).
- To the west – The Veterans Village component of the Project is bordered to the west by Alameda Street.

The Project site is located in the South Coast Air Basin (SCAB). The SCAB climate and topography contribute to formation and transport of pollutants that contain ozone or other chemicals that react with sunlight throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants, resulting in high pollutant concentrations near the ground surface. The United States Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for which the California Air Resources Board (ARB) and the South Coast Air Quality Management District (SCAQMD) have primary implementation responsibility. The ARB and the SCAQMD also are responsible for ensuring California ambient air quality standards (CAAQS) are met (California Air Resources Board 2008a). SCAQMD manages air quality in the Los Angeles County portion of the South Coast Air Basin; it has jurisdiction over air quality issues in the County and administers air quality regulations developed at the federal, State, and local levels. It also is responsible for implementing strategies for air quality improvement and recommending Mitigation Measures for new growth and development.

### Regulatory Background

Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHG are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation), methane from landfill wastes and raising livestock, deforestation activities, and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). Since 1750, the U.S. Environmental Protection Agency estimates that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

The regulatory environment pertaining to climate change relevant to the Project includes the following.

- California Assembly Bill 32
- California Assembly Bill 341
- California Senate Bill 97
- California Assembly Bill 1493
- California Advanced Clean Car Program
- California Vehicle Efficiency Measures
- United States Energy Independence and Security Act of 2007
- California Governor's Executive Order S-3-05

- California Governor's Executive Order S-01-07
- California Governor's Executive Order B-30-15
- California Governor's Executive Order S-14-08
- California Energy Code (Title 24, Part 6 of the California Code of Regulations)
- California Air Resources Board Scoping Plan

The City of Lynwood has not yet adopted Greenhouse Gas Emissions CEQA Thresholds of Significance. However, because Lynwood is located within the South Coast Air Quality Management District it is appropriate to utilize the most current South Coast Air Quality Management District guidance for greenhouse gas emissions screening, which stipulates Tier screening standards as the baseline for significance thresholds since September, 2010. Under this methodology, screening values are established for industrial, residential and combined project types. If the Project were to generate more greenhouse gas emissions (measured in Metric Tons/Year Carbon Dioxide Equivalent [MT/year CO<sub>2</sub>e]), the Project would be required to implement mitigation measures to reduce greenhouse gas emissions impacts by 9% below City 2008 levels by 2020. The Project was analyzed under the 10,000 MT/year CO<sub>2</sub>e.

Additionally, the City of Lynwood has adopted the 2016 edition of the California Building Code, including the California Green Building Standards Code. Construction of the Project would be subject to the California Green Building Standards Code.

## Energy

Project development and operation would involve energy use. Grading and construction activities would pertain to fuel consumption to operate heavy equipment, light-duty vehicles, machinery and generators for lighting. Also, temporary grid power may be provided to any provisional construction trailers or electric construction equipment. Project operation would require permanent grid connections for electricity and natural gas service to power internal and exterior lighting, appliances, and heating and cooling systems. In addition, the increase in vehicle trips associated with Project development and operation would increase fuel consumption. The water supply infrastructure for the Project would require electrical power. Electric service to the Project would be provided by Pacific Gas and Electric Company, which has a power mix consisting of approximately 30 percent renewable energy sources.

Project development would be subject to energy conservation requirements of Title 24 of the California Code of Regulation, which requires numerous energy saving measures. Additionally, Project development and operation would be subject to Lynwood Transit Area Specific Plan policies that

encourage renewable energy use to decrease reliance on fossil fuels and that encourage energy conservation by promoting energy efficient appliances, signage and lighting. Specific Plan policies that relate to energy conservation pertain to the following.

- Overall Building Design
- Windows and Doors
- Roofs
- Equipment Screening and Service Areas
- Exterior Lighting
- Green Building
- Parking Lots
- Pedestrian Circulation
- Bicycle Circulation

## Thresholds of Significance

The South Coast Air Quality Management District has recommended sever Greenhouse Gas thresholds of significance, which include 3,500 tons of Carbon Dioxide Equivalent per year for residential projects, 1,400 metric tons per year for commercial projects, 3,000 tons per year for mixed-use projects, and 10,000 tons per year for industrial projects.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to greenhouse gas emissions if the project would:

- GG-1** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- GG-2** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

## Summary of Impacts Associated with the 2016 Approved Project

### The 2016 LTASP EIR and 2018 LTASP/Plaza Mexico Residences Supplemental EIR

The 2016 LTASP EIR did not discuss Greenhouse Gas Emissions. The 2018 LTASP/Plaza Mexico Residences Supplemental EIR did discuss Greenhouse Gas Emissions. That document found that the project then analyzed did not generate sufficient greenhouse gas emissions on its own to influence global climate change significantly and that therefore the issue of global climate change by definition is a cumulative environmental effect. In addition, that document indicated implementation of the project then analyzed would not conflict with plans adopted for the purpose of reducing greenhouse gas emissions.

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

California Assembly Bill 32 requires reduction of Greenhouse Gas emissions to 1990 levels, which would require a minimum 28% reduction in “business as usual” Greenhouse Gas emissions for the entire State. In addition, Governor Edmund G. Brown signed into law Executive Order B-30-15 on April 29, 2015, which calls for a 0% reduction in Greenhouse Gas emissions below 1990 levels by 2030. The LTASP component of the Project will not involve or require any variance from an adopted plan, policy, or regulation governing Greenhouse Gas emissions.

### ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

**Table 3 – Greenhouse Gas Emissions (Construction and Operational)**

Source	Greenhouse Gas Emissions (Tons/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Total Construction Phase	815.80	0.14	--	817.78
Amortized Construction Emissions (Over 30 Years)				27.25
Long-Term Area Emissions	10.64	0.01	--	10.90
Long-Term Energy Emissions	2,288.92	0.04	--	2,295.20
Long-Term Mobile Emissions	4,751.31	0.25	--	4,757.78
Long-Term Waste Emissions	64.02	3.78	--	158.62
Long-Term Water Emissions	476.62	1.16	0.02	514.56
Total Long-Term Emissions	7,591.53	5.26	0.04	7,737.08
Total Long-Term Emissions with Amortized Construction Emissions				7,764.33

Development and operation of the Veterans Village component of the Project will exceed thresholds of significance established for CO<sub>2</sub>, as indicated in the Table above. Therefore, Mitigation Measures are required to reduce the Veterans Village component’s operational Greenhouse Gas Emissions. However, the Veterans Village component of the Project is considered an “infill” development. Therefore, according to the Air Quality Study prepared for the Project the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of Greenhouse Gases “are considered to be less than significant.”

### Cumulative Impacts

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

Project-related Greenhouse Gas emissions are not confined to a particular air basin; rather, the emissions are dispersed worldwide. Therefore, Project emissions and contribution to global climate change impacts are treated as cumulatively considerable and thereby significant.

### **LTASP**

Implementation of the LTASP component of the Project would not achieve the new efficiency target for Year 2030. As a result, Project Greenhouse Gas Emissions and contribution to global climate change impacts are considered cumulatively considerable and thereby significant.

### **VETERANS VILLAGE**

Project development and operation will add to exceedance of CO<sub>2</sub> thresholds. Thereby, the cumulative impact pertaining to Greenhouse Gas Emissions is considered significant.

## **Level of Significance Before Mitigation**

New significant impacts related to Greenhouse Gas Emissions have been identified for the Project, as compared to the 2016 Approved Project EIR and 2018 LTASP/Plaza Mexico Residences SEIR; therefore, additional mitigation measures are required.

## **Applicable Mitigation Measures from the 2018 LTASP/Plaza Mexico SEIR**

The 2018 LTASP SEIR indicated “the policies and regulations within the LTASP would reduce regional air quality emissions to the extent feasible. No additional measures are available that would reduce long-term operational impacts” of LTASP build out.

## **Additional Mitigation Measures for the 2018 Veterans Village Project**

**MM-GG-1** – The Applicant must install and accomplish the following prior to issuance of the first Certificate of Occupancy for any use within the Veterans Village component of the Project.

- ENERGY STAR appliances where appliances are to be installed
- Light colored “cool” roofs
- “Cool (lighter colored) pavement throughout exterior parking areas
- Ensure methods by which all landscape planted on-site will be watered by water dispensed through drip irrigation systems
- Bicycle racks adjacent to each building in a manner consistent with the City of Lynwood Municipal Code
- Electric vehicle charging stations in parking areas, including provision of preferential parking spaces for electric vehicles
- Provide tenants residing in affordable units with discount transit passes
- Provide a shuttle service for residents to the I-105/Long Beach Boulevard transit station

## **Level of Significance After Mitigation**

### **LTASP Amendment**

The 2018 LTASP SEIR found as follows.

“Buildout of the proposed land use plan [for the LTASP] would generate additional vehicle trips, energy demand, water use/wastewater generation, solid waste disposal, and area sources of GHG emissions. Implementation of the Approved Project or the Modified Project [LTASP Amendment/Plaza Mexico Residences] would not achieve the new efficiency target for year 2030. Measures identified in the LTASP would reduce GHG impacts. However, GHG impacts remain significant and unavoidable.”

This remains the case for the Project.

### **Veterans Village Development**

The Veterans Village component of the Project is a small fraction of total anticipated LTASP build out. Thereby, with implementation of the Mitigation Measure listed above, the potential impacts of the Veterans Village Development associated with Greenhouse Gas Emissions would be less than significant.

## 5.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Hazards and Hazardous Materials. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, the Lynwood Transit Area Specific Plan Environmental Impact Report, and communications with the California State Department of Toxic Substances Control (contained in the Appendices to this SEIR).

### Environmental Setting

The following are notable areas of development in the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwod Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

Full buildout of the Specific Plan is envisioned to occur within a 25-year period and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

The Veterans Village component of the Project site was home to a business that refurbished electrical motors and transformers. The property originally was developed by Larsen-Hogue Electric Company, which occupied the property from 1948 to 1967. Subsequent operators included the following: Litton Industries (1967-1977); McGraw-Edison Service Company (1977-1985); Cooper Industries, Inc. (1985-19876); and, Magnetek National Electric Coil (1986-1992).

A Remedial Action Plan was prepared in 2013 for 27.4 acres comprising the Alameda Triangle (11.8 acres bordered by Fernwood Avenue to the north, Imperial Highway to the south, and South Alameda Street to the west) and the State/Imperial Area (15.6 acres bordered by Imperial Highway to the north, by Fernwood Avenue to the south, and by State Street to the east). The Remedial Action Plan (RAP) characterized the Alameda Triangle Project Area as occupied by various commercial and industrial businesses including automobile dismantling and repair businesses, warehousing, miscellaneous storage, a used car sales office, and vacant properties. The Majority of the buildings on the Alameda Triangle Project Area were constructed during the 1950s and 1960s. The State/Imperial area includes a mix of commercial, industrial, residential and school properties. The industrial properties include former

aerospace and light industrial manufacturing properties, a woodworking shop, a truck sales facility, and automobile repair businesses.

## **Regulatory Background**

The regulatory framework discusses the regulatory agencies/policies that affect hazards and hazardous materials in the City of Lynwood and the project area. Major policy documents for Lynwood include laws at the State level and planning documents at the local level.

### **Federal**

The United States Environmental Protection Agency is the principal regulatory agency. The Occupational Safety and Health Administration regulates use of hazardous materials, including hazardous building materials. The United States Department of Transportation regulates transportation of hazardous materials.

### **State**

The California Office of Safety and Health Administration, Office of Emergency Services and the Department of Health Services have rules that govern use of hazardous materials that are consistent with federal regulations and sometimes are more stringent. The Department of Toxic Substances Control (DTSC) is the primary State agency governing storage, transportation and disposal of hazardous wastes. DTSC is authorized by the United States Environmental Protection Agency to enforce and implement federal hazardous materials laws and regulations. DTSC has oversight of Annual Work Plan sites, sites designated as having the greatest potential to affect human health and the environment. The primary California State laws pertaining to hazardous waste are the California Hazardous Waste Control Law and the Carpenter-Presley-Tanner Hazardous Substance Account Act.

### **Regional and Local**

The Regional Water Quality Control Board is authorized by the State Water Resources Control Board to enforce provisions of the Porter-Cologne Water Quality Control Act of 1969. This Act gives the Regional Water Quality Control Board authority to require groundwater investigations when the quality of

groundwater or surface waters of the State is threatened and to require remediation of the site if necessary.

The Los Angeles County Department of Environmental Health has primary responsibility for enforcing most regulations that pertain to hazardous materials in the City of Lynwood. The Los Angeles County Fire Department is designated as the Administrating Agency for hazardous materials for the City of Lynwood. Hazardous waste programs in Lynwood also are governed by the County of Los Angeles Fire Department Health Hazardous Materials Division. The County of Los Angeles Fire Department's Compliance Guidelines for Hazardous Wastes and Materials includes Hazardous Waste Generator Program/Tiered Permitting, Hazardous Materials Management Program, California Accidental Release Prevention Program, aboveground Petroleum Storage Tanks-Spill Prevention Control and Countermeasure plan, Underground Storage Tank Program, and Site Remediation Oversight Program.

In addition to the previously-mentioned programs, the Household Hazardous and Waste Program is sponsored jointly by the Los Angeles County Sanitation District and the County of Los Angeles. This Program gives Los Angeles County residents a legal and cost-free way to dispose unwanted household chemicals.

The 2013 Remedial Action Plan (RAP) indicates the California Environmental Protection Agency Department of Toxic Substances Control "agreed to provide regulatory oversight of the assessment and remediating activities at the [Project] site." The RAP was prepared as a follow-up to the Remedial Investigation and Feasibility Study for the Project site.

Investigations of the Project site and environs conducted previously to the 2013 RAP identified chemical impacts in soil and groundwater on the Project site – comprised of Total Petroleum Hydrocarbons (TPA) (gasoline, diesel and motor oil range organics), chlorinated and non-chlorinated Volatile Organic Compounds (VOC), heavy metals such as lead and arsenic, polychlorinated byphenyls (PCB) and light non-aqueous phase liquid (LNAPC). In addition, the RAP identifies preferred remedial actions that meet proposed Remedial Action Objectives (RAO), which include the following: protection of human health and the environment; compliance with regulatory requirements; cost-effective implementation; and selection of a permanent remedy that is consistent with the planned future land use (at that time commercial) as part of the redevelopment process.

Importantly, the 2013 RAP "is intended to be used as a conceptual-level RAP because both the current and future property uses are not certain . . . Draft design documents will be submitted to DTSC once the development/Site-reuse plans have been draftized."

## Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to Hazards and Hazardous Materials if the project would:

- HA-1** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- HA-2** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- HA-3** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- HA-4** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- HA-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, result in a safety hazard for people residing or working in the project area
- HA-6** For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- HA-7** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- HA-8** Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

## Summary of Impacts Associated with the 2016 Approved Project and the 2018 LTASP Amendment/Plaza Mexico Residences SEIR

In summary, the 2016 LTASP EIR identified the following impacts pertaining to Hazards and Hazardous Materials.

- LTASP development would generate development of residential, commercial and mixed-use projects that could involve use, storage, disposal or transport of hazardous materials. In addition, upset or accident conditions in the LTASP area could involve release of hazardous

materials into the environment. “However, the required adherence to existing regulations would ensure that impacts would be less than significant.”

- LTASP build out may involve demolition or redevelopment of structures that could contain asbestos or lead-based paints. Demolition, if these materials are present, could potentially expose workers to hazards that would adversely affect human health and safety. “However, compliance with both locally adopted Southern California Air Quality Management District (SCAQMD) and State regulations regarding the handling and disposal of these materials would reduce these potential impacts to less than significant levels.”
- LTASP implementation would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school. “Impacts would be less than significant.”
- There are many properties in the LTASP area where past uses could have produced localized contamination or concentrations of hazardous substances. Workers could be exposed to residual contaminants in the soil if these sites were redeveloped or excavated. “However, development in the Plan Area would be subject to existing policies regarding development in contaminated areas. Therefore, impacts would be less than significant.”
- The LTASP area is located approximately 3 miles from Compton/Woodley Airport, but not within an airport land use plan or within 2 miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the LTASP area. “Therefore, impacts would be less than significant.”
- No private airstrips are located in the LTASP vicinity. “Therefore, no impact would occur.”
- LTASP build out would improve transportation and circulation and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. “Therefore, no impact would occur.”
- The LTASP area is not adjacent to or near wildlands and no risk exists of exposing people or structures to a significant loss, injury or death involving wildland fires. “Therefore no impact would occur.”

The 2018 LTASP Amendment/Plaza Mexico Residences SEIR did not identify any additional or increased impacts and thereby did not discuss Hazards and Hazardous Materials.

## **Environmental Impacts**

### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT**

Due to verified soil contamination within the LTASP area, any development will need to verify presence, extent, content, and method of addressing contamination in a manner meeting approval of the

California State Department of Toxic Substances Control, the Los Angeles County Fire Department, and the City of Lynwood.

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

Several investigations were conducted to determine the presence and (if applicable) extent of soil contamination on a 2.6-acre portion of the Veterans Village component of the Project site. Previous investigations of the property indicated soil, soil vapor and groundwater have been impacted by petroleum hydrocarbons and Volatile Organic Compounds (VOC). These compounds also have been identified in on-site soil, soil vapor and groundwater. Chlorinated VOC was not detected above laboratory reporting limits in any of the soil samples collected. Other VOC detected during investigation included acetone and benzene; however, detected concentrations did not exceed screening levels. Total petroleum hydrocarbons were not detected above the reporting limit. Other soil vapor contaminants were detected, but none exceeded the reporting limit. This also was the case with contaminants detected in groundwater. The only contaminant detected in excess of the reporting limit was tetrachloroethylene (PCE).

The RAP indicates various site assessments and soil vapor, soil and groundwater investigations have been performed since the 1980s. Findings of the site assessments, together with information in the 2013 RAP, follows.

### ***Alameda Triangle Area***

Soil Vapor contaminants (Volatile Organic Compounds) were found in the Alameda Triangle Area. Soil contamination included the following: naturally-occurring metals typically below regulatory screening levels or background soil concentrations, with the exception of lead, arsenic and cobalt. Some pockets of arsenic exceeded background soil concentration and in several areas extended to depths of 10 feet below ground surface. Other findings are the following.

- Soils impacted with lead and cobalt above regulatory screening levels or background soil concentrations were predominantly limited to shallow soils
- Petroleum hydrocarbons were detected across the Area
- PCBs were detected across the Area, with some pockets exceeding regulatory screening levels
- Numerous VOCs in the Area, but only ethylbenzene and xylene detected above industrial screening levels
- Low levels of chlorinated VOC impacts to depths from 42.4 to 51.5 feet below ground surface. Benzene, toluene, ethylbenzene, xylene also was present in shallow and deep groundwater
- Presence of Non-Aqueous Phase Liquid in two areas in the Area

### ***State/Imperial Area***

Findings were as follows.

- VOC – chlorinated solvents (primarily PCE and TCE) were found

- Metals detected in soil samples in the former railroad right-of-way at the southern portion of the Area generally were naturally occurring and at levels typically below regulatory screening levels. However, arsenic concentrations exceeded background soil concentrations at two boring areas
- Various VOC were found in groundwater

### ***Contaminants of Concern***

The exposure pathways and receptors for the 27 acres included the following.

- **Residents** – Residential exposure routes include ingestion, inhalation of dust and vapors in outdoor air and dermal contact with chemicals of potential concern in soil and ingestion and inhalation while showering of chemicals of potential concern in groundwater and inhalation of such chemicals in soil gas in indoor air
- **Commercial/Industrial Workers** – Exposure routes for commercial/industrial workers include ingestion, inhalation of dust and vapors in outdoor air and dermal contact with chemicals of potential concern in soil and inhalation of chemicals of potential concern in soil gas in indoor air
- **Construction Workers** – Exposure routes for construction workers include ingestion, inhalation of dust and vapors in outdoor air and dermal contact with chemicals of potential concern in soil.

The risk assessment identified the following 24 chemicals of concern.

- Arsenic
- Chromium
- Copper
- Lead
- Thallium
- Vanadium
- Antimony
- Barium
- Cobalt
- Nickel
- Cadmium
- Benzene
- Bromodichloromethane
- Bis(2-ethylhexyl) phthalate
- Benkzo(a)pyrene
- Aroclor 1232
- Aroclor 1260
- Toluene
- Ethylbenzene
- Xylene
- TCE
- PCE
- 1,2,4-TMB
- 1,3,5-TMB

The 2013 Remedial Action Plan also indicates Remedial Action Objectives (RAO) developed only for commercial use on the Project site. RAO are statements that identify the media and exposure pathways at the Project site that will be addressed by remedial actions to be protective of human health and the environment. The following RAO were developed for potentially complete exposure pathways in consideration of United States Environmental Protection Agency requirements. RAA for soil vapor, soil, and groundwater within source areas are as follows.

- Protection of human health by eliminating or minimizing exposure of on-site workers and/or residents and nearby receptors to contaminants of concern
- Remediation of impacted soil and groundwater to the extent practicable
- Limiting further migration of contaminants of concern in groundwater to protect beneficial groundwater uses

The 2013 Remedial Action Plan includes clean up goals that have regulatory screening levels, established background levels, provisional screening levels, and applicable or relevant and appropriate requirements. However, the Remedial Action Plan also indicates “selection of these cleanup goals is mindful of the end land use of the property, which is commercial.” The following are the clean up goals.

#### *Soil Vapor*

- California Human Health Screening Levels for shallow soil for industrial land use (California Office of Environmental Health and Hazard Assessment, 2010)

#### *Soil*

- Regional Screening Levels for industrial land use published by the United States Environmental Protection Agency Region 9, RSL Tables, November 2012
- Maximum Soil Screening Levels for Total Petroleum Hydrocarbons in soil based on distance above groundwater (California Regional Water Quality Control Board, 1996)
- Southern California Regional Background Arsenic Concentrations (Guidance, DTSC, 2008)
- CHHSL for shallow soil for industrial land use (California OEHHA, 2010)

#### *Groundwater*

- Maximum Contaminant Levels, Secondary Maximum Contaminant Levels, and Notification Levels for drinking water (California Department of Health Services, 2011)

## **Cumulative Impacts**

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The Veterans Village component of the Project may contribute to cumulative Hazards and Hazardous Materials impacts and therefore development impacts ~~would not~~ could be cumulatively considerable.

### **Applicable Mitigation Measures from the 2016 LTASP EIR**

The 2016 LTASP EIR did not identify any Mitigation Measures pertaining to Hazards and Hazardous Materials.

### **Mitigation Measures from the 2018 LTASP/Plaza Mexico Residences SEIR**

The 2018 LTASP/Plaza Mexico Residences SEIR did not discuss Hazards and Hazardous Materials.

### **Mitigation Measures for the LTASP/Veterans Village Project**

The following Mitigation Measure would ensure any potential Project-related impacts pertaining to Hazards and Hazardous Materials, including potential soil vapor, soil and groundwater contamination would be reduced to and maintained at a less than significant level.

**Mitigation Measure MM-HH-1** – Prior to approval of a Site Development Plan for the Veterans Village component of the Project, the Applicant shall conduct additional soil vapor sampling at 5 feet and 15 feet below ground surface to delineate the horizontal extent of soil vapor impacts to below the commercial screening level.

**Mitigation Measure MM-HH-2** – In addition, the Applicant must provide a Phase 1 Hazards Assessment to the Director of Public Works and the Director of Development Compliance for their approval prior to approval of a Site Development Plan for the Veterans Village component of the Project.

**Mitigation Measure MM-HH-3** – Prior to submittal of an application for development on the Veterans Village Project site, the Applicant/Developer shall submit a detailed Remedial Action Plan for approval by the Director of Public Works and the Director of Community Development. Said Remedial Action Plan shall contain the following as a minimum.

- A determination of whether current or historic uses on the Veterans Village Project site have resulted in any release of hazardous wastes or substances
- Updated identification of any known or potentially contaminated areas within the Veterans Village Project site and an evaluation of whether conditions at the Veterans Village Project site pose a threat to human health or to the environment
- Identification of the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight
- Provisions for stopping construction in any area suspected of having soil contamination and for implementing appropriate health and safety procedures
- Identification of how any required investigation or remediation will be conducted if contaminated soil exists and identification of which government agency will provide appropriate regulatory oversight

## Level of Significance After Mitigation

### LTASP Amendment

Compliance with **Mitigation Measures MM-HH-1** and **MM-HH-2** and **MM-HH-3** will ensure any potential LTASP component-related impacts pertaining to Hazards and Hazardous Materials would be reduced to and maintained at a less than significant level.

### Veterans Village Development

Compliance with **Mitigation Measures MM-HH-1** and **MM-HH-2** and **MM-HH-3** will ensure any potential Veterans Village component-related impacts pertaining to Hazards and Hazardous Materials would be reduced to and maintained at a less than significant level.

## 5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Hydrology and Water Quality. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, the Lynwood Transit Area Specific Plan Environmental Impact Report, Gannett Fleming, "Alameda Triangle & State/Imperial Project Areas, Lynwood, California," (February 21, 2013), Genesis Engineering & Redevelopment, "PCB Characterization Report and Remedial Action Plan," (October 13, 2015), and Genesis Engineering & Redevelopment, "Revised VOC and TPH Investigation Report, Former Magnetek Facility, Lynwood, California," (March 30, 2018).

### 5.1.2 Environmental Setting

The 315-acre Lynwood Transit Area Specific Plan project area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. The following are notable areas of development in the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwood Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

Full buildout of the Specific Plan is envisioned to occur within a 25-year period and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

The Project site is located within the "South Gate" rainfall region. There is one existing primary storm drain network near the Project site with two catch basins on the north side of the Alameda Triangle on Fernwood Avenue. The City of Lynwood owns these catch basins.

The Veterans Village portion of the Project is located in a Manufacturing zone. Residential zoning districts are located north of the Project site; the Glen Anderson Freeway (105) is located directly south of the Project site.

### Regulatory Background

The regulatory framework discusses the regulatory agencies/policies that affect hydrology and water quality in the City of Lynwood and the Project area. Major policy documents for Lynwood include laws at the State level and planning documents at the local level. The regulatory background for the Project is the same as that indicated and discussed in the 2016 LTASP EIR.

## **Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to hydrology and water quality if the project would:

- HW-1** Violate any water quality standards or waste discharge requirements
- HW-2** Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
- HW-3** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site
- HW-4** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
- HW-5** 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
- HW-6** Otherwise substantially degrade water quality
- HW-7** Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- HW-8** Place within a 100-year flood hazard area structures which would impede or redirect flood flows
- HW-9** Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam
- HW-10** (Result in) Inundation by seiche, tsunami, or mudflow

## **Summary of Impacts Associated with the 2016 Approved Project**

### **The 2016 LTASP EIR**

The 2016 Lynwood Transit Area Specific Plan EIR indicated all development effects related to Hydrology and Water Quality would result in no impact or in less than significant impacts.

## **Environmental Impacts**

### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT**

The proposed amendment to the LTASP would include a change in land use as explained in the Project Description section of this SEIR. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment portion of the proposed Project would not change this finding. Thereby, no new impacts would occur.

Project impact levels of the LTASP component of the Project related to the following Thresholds of Significance remain less than significant in the LTASP Amendment component of the Project: HW-2; HW-3; HW-4; HW-7; HW8; HW-9; and, HW-10

**HW-2** – The LTASP area is fully developed and built out under the proposed amended Specific Plan would not introduce substantial new impervious areas that would interfere with groundwater recharge. This portion of the Project does not include installation of new groundwater wells, or use of groundwater from existing wells. Therefore, development under the proposed amended Specific Plan would not result in a net deficit in aquifer volume or a lowering of the groundwater table.

**HW-3** – The LTASP area is urbanized and connected to an existing storm water drainage system between the State Street and Bullis Road street systems. Storm water runoff in the LTASP area is directed through a series of storm water drainage facilities to the Los Angeles River and eventually to San Pedro Bay. These drainage patterns would be maintained with implementation of the proposed Specific Plan Amendment portion of the Project.

**HW-4** – LTASP build out would not alter the course of any stream or river. The LTASP area is largely paved. Some site-specific drainage pattern alterations would result from development. However, LTASP build out would not result in increases in drainage that would cause flooding on-site or off-site. Site specific changes in drainage are identified in the following section discussion, but would not be such that the impact level would be anything other than less than significant.

**HW-7** – The LTASP area has an annual change of flood of 0.2 percent. Therefore, any structures built in the LTASP area would not be located within a 100-year flood hazard area and would not impede or redirect flood flows.

**HW-8** – Same as HW-7 above.

**HW-9** – No dams or reservoirs are located in the LTASP area. The closest reservoir is the Garvey Reservoir, located 10 miles northeast of the LTASP area. The LTASP portion of the Project would not expose new areas to potential inundation from or increased risks from dam failure.

**HW-10** – Due to its distance (approximately 12 miles) from the Pacific Ocean, the LTASP area has an unlikely potential for experiencing impacts from tsunamis. The closest water bodies that could experience a seiche event are water tanks. However, no water tanks are located near the LTASP Project site. Therefore, the LTASP area is not considered subject to inundation by seiche, tsunami or mudflow and any impacts related to such would be less than significant in level.

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

**HW-1** – Violate any water quality standards or waste discharge requirements

**HW-5** – 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

**HW-6** – Otherwise substantially degrade water quality

~~The Hydrology Study Report prepared for the Project indicates the pre-development peak runoff rate for the 50-year Design Storm Frequency would be 18.18 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 4.37 cubic feet per second for the remaining portion of the Veterans Village. The post-development peak runoff rate was calculated to be 22.51 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 5.09 cubic feet per second for the remaining portion of the Veterans Village. That is, the overall peak flow rate will increase due to an increase in total impervious area. Therefore, there would be an impact on the downstream storm drain infrastructure from the proposed Veterans Village portion of the Project.~~

In summary, the Hydrology Report prepared for the Project indicated that based on the Hydrology calculations the site currently in its predeveloped conditions generates 22.31 cfs peak flow for both the Alameda Triangle and remainder of the Project site combined based on a 50-year Design Storm Frequency. After applying developed site conditions, the net result of the peak flow became 27.88 cfs for both the Alameda Triangle and remainder of the Project site combined based on a 50-year Design Storm Frequency. That is, the overall peak flow rate will increase due to an increase in total impervious area. Therefore, there would be an impact on the downstream storm drain infrastructure from the proposed Veterans Village portion of the Project. Therefore, the design engineer of the Veterans Village multi-family residences must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the pre-development peak discharge rate for the design storm. As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of mandated requirements to prohibit storm water discharges leaving the Project site and also to minimize discharge of pollutants. The resultant level of impact is Potentially Significant and will require Mitigation Measures to reduce the level of impact to less than significant.

Mitigation Measures that will be implemented (including the respective sizes and locations) will be determined by the design engineer, developer and the City Plan Checker. These may include a retention basin, dry wells, storage tanks, and/or infiltration or other measures. The Hydrology Report also suggests the proposed drainage and roof runoff will need to be collected and treated through effective

uses of Best Management Practices such as a series of Flow-Through Planters. Flow-Through Planters are structural landscaped reservoirs that collect stormwater and filter out pollutants as water percolates through the vegetation, growing medium, and gravel. These techniques will help ensure no substantial additional sources of polluted runoff.

~~However, the Hydrology Study Report does not indicate the scope of impacts would be significant. Therefore, no Mitigation Measures are required. The Hydrology Study Report concludes and recommends as follows – “The design engineer of the site must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the predevelopment peak discharge rate for the design storm. As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of the mandated requirements to prohibit storm water discharges leaving the site and to minimize the discharge of pollutants.”~~

~~**The resultant level of impact related to the Veterans Village component of the Project for HW-1, HW-5, and HW-6 above will remain less than significant.**~~

## Cumulative Impacts

Cumulative Hydrology and Water Quality impacts are created when the development combined with other future developments contributes to the overall hydrology and/or water quality impacts, requiring additional improvements to maintain acceptable drainage and water quality. A significant cumulative impact is identified when water quality or drainage is projected to deteriorate. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The Project’s incremental effect pertaining to Hydrology and Water Quality would not be significant. With incorporation of the Hydrology Study Report recommendations, the impact would remain less than significant. In consideration of the preceding factors, Project contribution to cumulative hydrology and water quality impacts would be less than significant, and therefore, development impacts would not be cumulatively considerable.

## Level of Significance Before Mitigation

No new significant impacts related to Hydrology and Water Quality have been identified for the Specific Plan Amendment portion of the Project, as compared to the 2016 Approved Project and the 2018 Plaza Mexico-associated Specific Plan Amendment.

## Applicable Mitigation Measures from the 2016 LTASP EIR

The 2016 LTASP EIR and 2018 Supplemental EIR had no mitigation measures for the LTASP Amendment pertaining to hydrology and water quality.

## **Additional Mitigation Measures from the 2018 LTASP/Plaza Mexico Residences SEIR**

No additional mitigation measures ~~are were~~ required for the LTASP portion or Veterans Village portion of the Project. ~~However, the Hydrology Study Report prepared for the Project contains recommendations for Project development as follows.~~

## **Mitigation Measures from the 2018 Veterans Village Project**

No additional Mitigation Measures are recommended.

## **Level of Significance After Mitigation**

### **LTASP Amendment**

~~No changes in impacts related to Hydrology and Water Quality will occur as a result of Project development and operation. Therefore, the level of impacts related to the Specific Plan Amendment portion of the Project will remain less than significant.~~

Potential impacts of the LTASP component of the Project associated with hydrology and water quality would be less than significant with incorporation of the following recommendations in the Hydrology Study Report as Conditions of Approval in the future site specific development application. The recommendations are as follows:

### **Veterans Village Development**

Potential impacts of the Veterans Village Development associated with Hydrology and Water Quality would be less than significant with incorporation of the following recommendations in the Hydrology Study Report as Conditions of Approval in the future site-specific development application. The recommendations are as follows.

The design engineer of the Veterans Village multi-family residences must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the pre-development peak discharge rate for the design storm. Infrastructure Engineers indicates in response that “the developer of the site, their engineer and the City’s plan checker will be required to come to an agreement for the mitigation measures, their sizes and locations that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the predevelopment peak discharge rate for the design storm.” As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of mandated requirements to prohibit storm water discharges leaving the Project site and also to minimize discharge of pollutants. In addition, Infrastructure Engineers indicates “to ensure mitigation measures are applied, the resolution to the development shall include language legally

binding the applicant to propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow.”

## 5.8 LAND USE AND PLANNING

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to land use and planning. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, and the Lynwood Transit Area Specific Plan Environmental Impact Report.

### Environmental Setting

The Lynwood Transit Area Specific Plan project area encompasses approximately 315 acres north of Interstate 105 on either side of Long Beach Boulevard. The Veterans Village component of the LTASP occupies 11.67 acres. Imperial Highway traverses the City in a general east-west direction and bisects the Project site. The LTASP states that the Town Center District would “provide an urban form that can accommodate a vibrant, walkable, and urban mixed-use environment that supports public transportation alternatives and provides commercial retail to serve local and regional communities.” In addition, the Town Center District would include “entertainment uses and a variety of urban housing choices in an area currently . . . [with] up to 2,500 dwellings at densities of approximately 60 dwelling units per acre, up to 950,000 square feet of commercial uses, and a 350-room hotel.” All permitted and conditionally permitted uses within the Town Center District shall be implemented by the following City of Lynwood Zoning Districts: C-2; C-2A; PCD; and, R-3 as specified in Municipal Code Chapter 25, Appendix A.

### Regulatory Background

#### REGULATORY BACKGROUND

The regulatory framework discusses the regulatory agencies/policies that affect land use and planning in the City of Lynwood and the project area. Development in the LTASP is subject to City of Lynwood General Plan goals and policies. Other planning documents that are applicable to the Specific Plan Amendment component of the Project include the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy.

#### Regional

The SCAG Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2012. The 25-year Plan was intended to guide development of a planned multimodal transportation system with emphasis on sustainability and integrated planning for Los Angeles, Orange, San Bernardino, Ventura and Imperial Counties. The RTP/SCS provides a regional policy foundation local governments may use as they choose in developing local land use and transportation policies.

## **Local**

### ***City of Lynwood General Plan***

The City of Lynwood General Plan form the basis for City-wide planning and development, as implemented by the City Zoning Code. The City General Plan contains the following four elements that together comprise a document consistent with State requirements for seven subjects to be in every general plan: Community Development Element; Environmental Resources Element; Public Health and Safety Element; and, Housing Element. The Land Use Element provides a range of land uses to accommodate City residents' and visitors' needs. The land uses also consider the mixed-use nature of the LTASP area and the easy access to the regional transit system. The City of Lynwood General Plan Land Use Element envisions new development in the Specific Plan area to be attractive, safe, well-designed, and well-integrated with adjacent neighborhoods.

General Plan land designations within the LTASP include Town Center District, Residential, Open Space, and Corridor Mixed-Use 2. Land Use Element Goals and Policies that are relevant to the Project include the following.

Goal LU-1 – To plan for a city with a diversity of residential opportunities and lifestyles to fit the current and future needs of Lynwood.

Policy LU-1.3 – Density Bonuses for Low Income and Special Needs Housing Developments (any density bonuses allowed under the General Plan shall be in addition to bonuses allowed under State law) to encourage provision of housing for low-income groups and special needs housing groups

Policy LU-1.4 – Residential-High Density (R-3), which allows a maximum population density of 85 persons per acre (18 dwelling units/acre, 4.7 persons/unit); designation is intended to serve as a transition from single-family to commercial and industrial land uses; locations should be on major arterials, near bus routes, in close proximity to shopping and employment centers

Goal LU-2 – To plan for a range of commercial sites within the . . . [City] to serve the needs of those living, working, and visiting Lynwood. These commercial areas will provide a range of commercial opportunities in line with the needs of the above groups, and will continue to develop Lynwood as a retail center for the area.

Goal LU-4 – To plan land areas for the provision of public and quasi-public services, such as schools, libraries, police and fire facilities, utilities, government centers, and other related facilities that are of a size and location to efficiently serve the current and future population of Lynwood.

Goal LU-5 – To provide a range of active and passive recreational areas as well as provide areas for the preservation of the natural environment.

Goal LU-6 – Provide a framework that could encourage the combination of commercial, medium/high density residential, and active and passive open space uses within a specific area to create a vibrant village atmosphere dominated by pedestrian orientated land uses

Policy LU-6.1 – A Mixed-use designation is intended to contain a mix of residential, commercial and recreational activities. A mixed-use area should contain at least 10 acres of land, and contain one neighborhood commercial center, one community level park or sports center, and a mix of residential land uses. These areas are intended to supply the immediate commercial needs of the surrounding residential communities, reducing the demand for commercial centers within the surrounding areas, which will be primarily residential in nature. This area will also provide a central location in which to base public uses potentially needed in the area, such as a fire station, police substation, or branch library.

Policy LU-6.2 – (Mixed Use, Development Agreement) A Mixed Use Development Agreement will be required to be executed by the developer/applicant and the City. The land uses, intensities, and design guidelines set out in the Mixed Use Development Agreement shall be used as the basis for all future approvals within this designation. The goals and policies of the General Plan shall apply unless modified in the Mixed Use Development Agreement.

Policy LU-6.3 – (Specific Plans) The Specific Plan designation is intended to allow for a mix of residential and commercial land uses. This designation will be used to allow persons to live close to employment opportunities, and to provide for a transition from higher intensity commercial uses to more traditional residential developments. Intensity – Residential intensity (density) shall be the same as allowed under the R-3 designations. The commercial intensity shall comply with that specified for the Commercial designations. Allowed Uses – The residential component can contain any uses allowed in the R-3 designations. The commercial component may contain uses allowed by the Commercial designations. In this designation, the various land uses can be intermixed within a single development, including

residential units over commercial units, or can be planned as separate components within a single project. Location Criteria – Specific Plans should be developed for properties located near a major transportation corridor to facilitate public transit, and should be used as a transitional designation to separate a large commercial or industrial area from typical single family designations. Specific Plan Criteria – Specific Plan areas may require the following: a conceptual design plan; a specific plan for larger projects; design and landscape guidelines.

### ***Lynwood Transit Area Specific Plan***

The stated purpose of the LTASP is “to encourage the revitalization of the existing uses in . . . [the LTASP] area and to establish a land use framework that emphasizes a compact urban form that relies less heavily on the private automobile . . . the LTASP will facilitate the formation of transit-oriented communities, including a healthy mix of retail, office, hotel, dining, entertainment, employment, housing, and public open spaces close to the Metro Green Line station.”

The Specific Plan provides for development close to the Metro Green Line Station, which is located in the center median of Interstate 105 at its junction with Long Beach Boulevard. The entire Specific Plan area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. Full buildout of the LTASP is envisioned to occur within a 25-year period (roughly extending until 2040) and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

### ***City of Lynwood Bicycle + Pedestrian Transportation Plan***

This Plan does the following.

- Outlines goals and conceptual improvements proposed to establish complete streets to provide safe travel for all users
- Recommends linear circulation improvements along Long Beach Boulevard
- Recommends circulation improvements and pedestrian-oriented intersection improvements throughout Lynwood
- Recommends circulation improvements that can contribute to increased connectivity along Imperial Highway through existing residential neighborhoods and integration of enhancements adjacent to key development areas to create vibrant activity zones

### ***Lynwood Zoning Code***

The City of Lynwood Zoning Code designates the properties comprising the Veterans Village component of the LTASP as Industrial, Commercial, Residential and Open Space zoning districts.

## LTASP REVISIONS

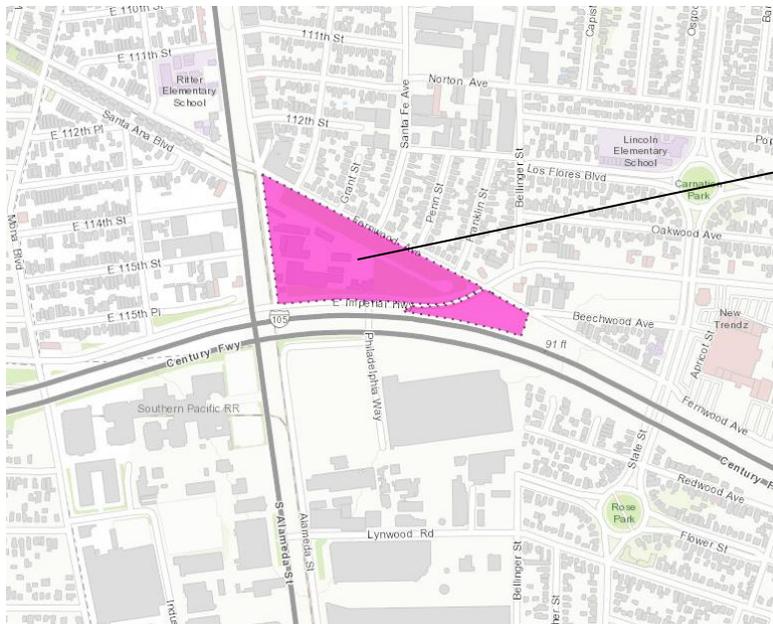
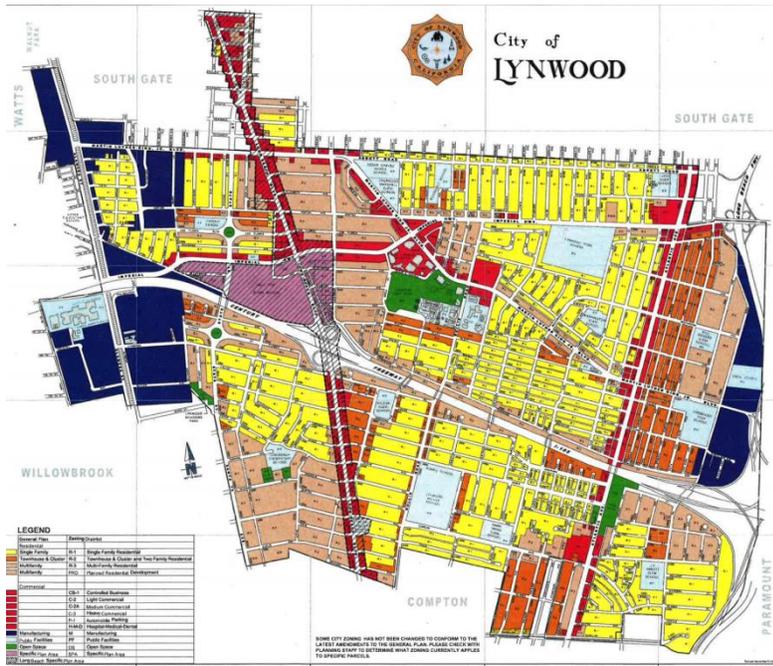
The Project Applicant (City of Lynwood) is proposing to amend the Lynwood Transit Area Specific Plan to consistently zone all parcels with the Project area from Industrial, Open Space or Residential to West Town Center to create a zone that allows for various uses with the purpose of serving veterans. The Project site is divided between two clusters of parcels. The Alameda Triangle portion of the Project is located easterly adjacent to Alameda Street between Fernwood Avenue and Imperial Highway. The smaller portion is located across the Triangle, south of and adjacent to the intersection of Fernwood Avenue and Imperial Highway. Total Project site area (12 parcels) is 13.8 acres. The parcels to be affected by the change in land use designation are as follows.

**Table 4 – Land Use Changes**

Assessor Parcel Number (APN)	Size
6169-002-001	0.3 acre
6169-002-904	2.61 acres
Right of Way	1 acre
6169-002-905	0.4 acre
6169-001-001	1 acre
6169-001-002	1.95 acres
6169-001-008	2.64 acres
Caltrans No. 058-165-01-01	
Caltrans No. 058-166-01-01	2.2 acres (in combination with above)
6169-002-004	1,500 square feet
6169-002-005	41,610 square feet
6169-002-008	33,750 square feet

The Project consists of an Amendment to the LTASP that would allow for development of approximately 632 dwelling units consisting of market rate townhomes, affordable and market rate apartments, and approximately 25,000 square feet of commercial and/or retail space. The opportunity to vacate Alameda Avenue between Fernwood Avenue and Imperial Highway also will be explored.

Figure 6 – Existing/Proposed Land Use Designations



West Town Center Neighborhood

**Table 5 Specific Plan Amendment**

Revision	Explanation and Justification
<b>Chapter 2.0 – Land Use Framework + Development Standards</b>	
Section 2.4 (Land Use Diagram) Revisions to Town Center District	Changes in land uses from Industrial, Commercial, Residential and Open Space within the Town Center District and the West Town Center Neighborhood to Residential and Mixed Use, as noted in Figure 6 in this SEIR. This will allow future site specific development proposals that will include affordable housing.

**5.1.3 Veterans Village Development**

Approximately 5.6 acres will be developed with approximately 400 market-rate multi-family residential units. The development also will include approximately 120 affordable apartment units and approximately 112 townhomes. To support the Project population, on-site community amenities will include a clubhouse for social engagement, offices to house governmental services, a health care center, a career services center, and a daycare facility. The market rate apartments will be served by on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to a maximum five floors. The townhomes will up to three floors in height. At the highest portion of the Project, the building maximum height will be six levels above grade. There will be future submittals of Precise Development Plans for components in the Veterans Village development.

**Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to land use and planning if the project would:

- LU-1** Physically divide an established community
- LU-2** Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- LU-3** Conflict with any applicable habitat conservation plan or natural community conservation plan

**Summary of Impacts Associated with the 2016 Approved LTASP Project**

The 2016 LTASP EIR found Project impacts related to Land Use and Planning were less than significant.

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

**LU-1** – Project development will not physically divide the established community. The vacant Project site is located within an urbanized community. The Project site is bordered to the north by Fernwood Avenue and single-family residences, to the south by Imperial Highway and Interstate 105, to the east by commercial development, and to the west by Alameda Avenue and the City of Compton beyond. Project development will not physically divide the established surrounding community. Rather, Project development and operation will add demand uses to the community and contribute to build out of the Lynwood Transit Area Specific Plan land use plan for the Town Center District and West Town Center Neighborhood. In addition, the Project land uses are consistent with goals, policies and objectives of the City of Lynwood General Plan and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.

**Therefore, the level of Project impact will be less than significant.**

**LU-2** – The LTASP Amendment component of the Project pertains only to changing land use designations as noted above and would not allow specific new development in the 13.8-acre portions of the Town Center District and the Town Center Neighborhood that would be incompatible with surrounding residential and non-residential land uses and the existing pattern of development throughout the 315-acre LTASP. The proposed LTASP Amendment will provide for residential and non-residential development that are compatible with relevant General Plan Goals and Policies and with LTASP goals. The proposed General Plan Amendment and Zoning Code Amendment will enable housing opportunities for low- and moderate-income families in part on vacant properties. In addition, the Project is consistent with City of Lynwood General Plan goals and policies pertaining to provision of housing opportunities for all economic segments of the Lynwood community that are relevant to the Project and with City of Lynwood 2014-2021 Housing Element goals and policies. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

**Therefore, the level of Project impact will be less than significant.**

**LU-3** – The Project site is located within a heavily urbanized area. The Project site is not located within either a habitat conservation plan or natural community conservation plan. Therefore, Project development and operation would not conflict with any habitat conservation plan or natural community conservation plan.

**No impact would result.**

## ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

### ***Impact Analysis:***

**LU-1** – The Veterans Village component of the Project site is located within an urbanized community. This component of the Project site is bordered to the north by Fernwood Avenue and single-family residences, to the south by Imperial Highway and Interstate 105, to the east by commercial development, and to the west by Alameda Avenue and the City of Compton beyond. Project development will not physically divide the established surrounding community. Rather, Project development and operation will add demand uses to the community and contribute to build out of the Lynwood Transit Area Specific Plan land use plan for the Town Center District and West Town Center Neighborhood. In addition, the Project land uses are consistent with goals, policies and objectives of the City of Lynwood General Plan and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.

Approximately 5.6 acres will be developed with approximately 400 market-rate multi-family residential units. The development also will include approximately 120 affordable apartment units and approximately 112 townhomes. To support the Project population, on-site community amenities will include a clubhouse for social engagement, offices to house governmental services, a health care center, a career services center, and a daycare facility. The market rate apartments will be served by on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to a maximum five floors. The townhomes will up to three floors in height. At the highest portion of the Project, the building maximum height will be six levels above grade.

Project development will not physically divide the established surrounding community. Rather, Project development and operation will add demand uses to the community and contribute to build out of the Lynwood Transit Area Specific Plan land use plan for the Town Center District. The Project site is contemplated for a mixed use development as indicated in the Lynwood Transit Area Specific Plan. In addition, the Project land uses are consistent with goals, policies and objectives of the City of Lynwood General Plan, the 2006 Long Beach Boulevard Specific Plan, and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.

**The resultant impact will be less than significant.**

**LU-2** – The Veterans Village component of the Project will enable housing opportunities for low- and moderate-income families in part on vacant properties. That portion of the Project is consistent with City of Lynwood General Plan goals and policies pertaining to provision of housing opportunities for all economic segments of the Lynwood community that are relevant to the Project and with City of Lynwood 2014-2021 Housing Element goals and policies.

**The resultant impact will be less than significant.**

**LU-3** – The Veterans Village component of the Project site is located within a heavily urbanized area. The Project site is not located within either a habitat conservation plan or natural community conservation plan. Therefore, Project development and operation would not conflict with any habitat conservation plan or natural community conservation plan.

**No impact would result.**

## **Cumulative Impacts**

Cumulative land use and planning impacts are created when the development combined with other future developments contributes to the overall land use and planning impacts. A significant cumulative impact is identified when the combined projects would divide the surrounding communities, result in inconsistencies with goals and policies in the City of Lynwood General Plan, or destroy sensitive habitat. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The Project's incremental effect to Land Use and Planning Thresholds of Significance would be less than significant. In consideration of the preceding factors, the development's contribution to cumulative Land Use and Planning impacts would be less than significant. Therefore, development impacts related to Land Use and Planning would not be cumulatively considerable.

## **Level of Significance Before Mitigation**

No new significant impacts related to land use and planning have been identified for the LTASP and Veterans Village components of the Project, as compared to the 2016 Approved Project or to the 2018 LTASP Amendment - Plaza Mexico Residences SEIR. Therefore, no additional Mitigation Measures are required and the level of significance before mitigation is less than significant.

## **Applicable Mitigation Measures from the 2016 LTASP EIR/LTASP Plaza Mexico Residences SEIR**

The 2016 LTASP EIR did not have any Mitigation Measures related to Project Land Use and Planning impacts.

### **Additional Mitigation Measures for the 2018 Project**

No additional Mitigation Measures are required for the 2018 LTASP Amendment and Veterans Village Project.

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

#### **LTASP Amendment**

Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

#### **Veterans Village Development**

The potential impacts of the Veterans Village Development associated with land use and planning would be less than significant. Subsequent development applications for specific residential and/or mixed use projects within the 11.59-acre Project site will be subject to Site Plan Review.

## 5.9 NOISE

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to noise. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, the Lynwood Transit Area Specific Plan Environmental Impact Report, and the “Air Quality & Noise Study” (October 3, 2018) prepared by Blodgett Baylosis Environmental Planning.

### Environmental Setting

The Lynwood Transit Area Specific Plan project area encompasses approximately 315 acres north of Interstate 105 on either side of Long Beach Boulevard. The Specific Plan provides for development close to the Metro Green Line Station, which is located in the center median of Interstate 105 at its junction with Long Beach Boulevard. The entire Specific Plan area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. The following are notable areas of development in the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwood Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

Full buildout of the Specific Plan is envisioned to occur within a 25-year period and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

### NOISE CHARACTERISTICS

Noise generally is considered to be unwanted sound as perceived by the ear when pressure fluctuations occur. Although there are many ways in which pressure fluctuations are generated, they are typically caused by the vibrating movement of a solid object. Noise can be annoying or can cause direct physical damage and/or environmental stress.

Noise volume generally is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response. Due to the nature of the human ear, a sound must be approximately 10 dBA greater than the reference sound to be judged to be twice as loud. A 3 dBA change in community noise

levels is noticeable, while 1-2 dB changes usually are not perceptible. Quiet suburban areas typically have noise levels in the range of 40-50 dBA; arterial streets have 50-60 (or greater) dBA noise ranges. Normal conversational levels range from 60-65 dBA. Ambient noise levels greater than 65 dBA can interrupt conversations. Noise levels usually attenuate at a rate of 6 dBA for each doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of approximately 4.5 dBA per doubling of distance; corresponding noise attenuation from heavily traveled roads is approximately 3 dBA per doubling of distance from the noise source. Noise levels also can be reduced by intervening structures.

In addition to the instantaneous measurement of sound levels, the duration of sound is important because noise that occurs over a long period of time is more likely to become an annoyance or to cause direct physical damage or environmental stress. A frequently-used noise metric that considers duration and sound power level is the equivalent noise level (Leq), which typically is summed over a one-hour period of time. The time period in which noise occurs is important to consider because noise that occurs at night tends to be more disturbing than noise that occurs during daytime. Community noise usually is measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise that occurs between 10:00 p.m. and 7:00 a.m., or according to Community Noise Equivalent Level (CNEL), the 24-hour average noise level with a 5 dBA penalty for noise occurring between 7:00 p.m. and 10:00 p.m. and a 10 dBA penalty for noise occurring between 10:00 p.m. and 7:00 a.m.

The principal sources of noise in the City of Lynwood are motor vehicles traveling on area roads and highways, aircraft activities, train operations, and commercial/industrial operations. The City General Plan identifies the greatest generators of noise to be transportation uses, particularly traffic along Interstate-105, Interstate-710, Atlantic Avenue, Imperial Highway, Long Beach Boulevard, and Martin Luther King Jr. Boulevard. In addition, the four rail lines that run along Alameda Street along the western boundary of the City and near the Project site and the Metro Green Line that runs on elevated tracks along Interstate-105 are significant noise generators. Aircraft approaching Los Angeles International Airport are the primary source of aircraft noise in Lynwood because flight paths from that Airport pass over the City. Noise generated by these aircraft is regulated by the Federal Aviation Administration; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne municipal Airport are the nearest municipal facilities, being respectively three miles and six miles west of the Project site. Although aircraft-generated noise from these facilities would be audible from the Project site, the Project site is outside the 55 dBA CNEL noise contours for both these airports. Also, many uses in industrial areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, child care centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood.

## Regulatory Background

The regulatory framework discusses the regulatory agencies/policies that affect noise the City of Lynwood and the project area. Major policy documents for Lynwood include laws at the state level and planning documents at the local level.

The City of Lynwood General Plan Noise Element contains a goal, policies and implementation measures designed to control noise and to promote compatibility of land uses with respect to noise. Although the Noise Element does not explicitly establish exterior noise standards, it does reference noise and land use compatibility standards developed by the Office of Noise Control. These standards define noise exposure for various land uses that are considered acceptable or unacceptable. An acceptable noise environment is one in which development may be permitted without requiring specific noise studies or specific noise-reducing features. A conditionally acceptable noise environment is one in which development should be permitted only after noise mitigation has been designed as part of a Project to reduce noise exposure to acceptable levels. In unacceptable noise environments, development generally should not be undertaken. Normally acceptable noise levels are 60 dBA for multi-family residential uses and 70 dBA for commercial areas.

Chapter 3-12 of the City of Lynwood Municipal Code establishes regulations and standards pertaining to noise generation. The daytime noise standards for multi-family residential zones are 60 dBA between 7:00 a.m. and 7:00 p.m. and 60 dBA between 7:00 p.m. and 7:00 a.m.; for commercial areas, the corresponding standards are 65 dBA between 7:00 a.m. and 7:00 p.m. and 60 dBA between 7:00 p.m. and 7:00 a.m. In addition, general construction activities are prohibited between 10:00 p.m. and 7:00 a.m.

## Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to land use and planning if the project would:

- NO-1** Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- NO-2** Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- NO-3** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

- NO-4** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- NO-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, expose people residing or working in the project area to excessive noise levels
- NO-6** For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels

## **Summary of Impacts Associated with the 2016 Approved Project and the 2018 LTASP/Plaza Mexico Residences SEIR**

### **2016 LTASP EIR**

In summary, the 2016 LTASP EIR identified the following impacts.

- LTASP development would not expose people to, or generate, noise levels in excess of City of Lynwood General Plan Noise Element Land Use and Noise Compatibility Guidelines. The resultant level of impact would be “less than significant.”
- LTASP construction-related activities would intermittently generate high noise levels and groundborne vibration in and adjacent to the LTASP area. However, “buildout of the Specific Plan would comply with the requirements of the Lynwood General Plan for noise . . . [and] with adherence to City of Lynwood Municipal Code Chapter 3-12.3, impact would be less than significant.”
- LTASP-generated traffic would incrementally increase noise levels on roadways in the LTASP vicinity. The increase of up to 0.2 decibels would exceed the FTA Significance of Changes in Operational Roadway Noise Exposure thresholds. Compliance with the Lynwood General Plan standards and implementation of indicated Mitigation Measures would reduce roadway noise impacts to the maximum extent feasible. “With mitigation, roadway noise impacts to interior noise levels in residences would be reduced to a less than significant level. However, roadway noise impacts to exterior noise levels would be significant and unavoidable.”

### **2018 LTASP/PLAZA MEXICO RESIDENCES SEIR**

- The LTASP area already is exposed to noise levels in excess of established standards of 65 decibels.
- Construction noise impacts would not result in a significant vibration impact

- Ambient noise impacts from area traffic do not comply with FTA significance of change in noise thresholds because the LTASP-generated increase in noise levels would range from 0.1 to 0.2 decibels; this change would be significant. Mitigation Measures identified in the 2016 Certified EIR do not reduce traffic noise impacts on the surrounding community and there are no additional Mitigation Measures that would reduce traffic noise. The permanent increase in ambient noise levels would be ~~less than~~ significant.
- Temporary or periodic increases in ambient noise levels resulting from construction activities would be less than significant
- There would be no cumulatively considerable impacts to Noise resulting from LTASP development.
- The Mitigation Measures in the 2016 LTASP EIR do not reduce traffic noise impacts on the environment. There are no additional Mitigation Measures available that would reduce traffic noise associated with LTASP build out.
- Traffic noise impacts would remain significant and unavoidable on an LTASP scale.

## **ENVIRONMENTAL IMPACTS**

### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT COMPONENT**

The LTASP component of the Project will not cause the overall level of LTASP development to be exceeded. Therefore, the same level of impacts noted above that were identified in the 2016 LTASP EIR can be anticipated with the currently proposed LTASP component of the Project.

### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE VETERANS VILLAGE COMPONENT**

#### **Traffic Noise**

Blodgett Baylosis Environmental Planning conducted noise measurements on Friday afternoon (September 20, 2018) and recorded a series of 100 discrete noise measurements at the corner of Imperial Highway/Alameda Street. The measurements indicated that overall the noise levels are above 65 decibels.

**Roadway noise is considered a significant and unavoidable impact**

#### **Construction Noise**

Noise levels associated with future construction activities would be substantially higher than existing ambient noise levels in the Project area. These increased levels would be temporary. Vehicles and equipment that will be used on-site include haul trucks, bulldozers, scrapers, graders and backhoes. Project construction noise levels were estimated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. Pieces and number of equipment was taken from the CalEEMod

worksheets prepared for the Veterans Village Project component. The distance used between construction activity and the nearest sensitive receptors north of the Veterans Village Project site varied depending on the individual equipment. The model assumes a recommended 5 decibel reduction based on spreading loss. As indicated by the model, construction of the Veterans Village component of the Project will result in average ambient noise levels of up to 85.6 decibels at the nearest sensitive receptor. **Construction noise would be a significant impact but would be reduced with implementation of the Mitigation Measures indicated below.**

## Cumulative Impacts

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department, the cumulative development were assumed in the Noise Study to evaluate potential impacts in the cumulative 2019 with and without project conditions.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

Traffic generated by buildout of the proposed Specific Plan would incrementally increase noise levels on roads in the Plan Area. The increase of up to 0.2 dBA would exceed the FTA Significance of Changes in Operational Roadway Noise Exposure thresholds. However, roadway noise impacts to interior noise levels in residences would not be reduced to a less than significant level in that no previously considered or other mitigation measures would reduce the noise levels identified. Therefore, roadway noise impacts to exterior noise levels would be significant and unavoidable and would be cumulatively significant and unavoidable.

Stationary source noise is limited to noise impacts to noise sensitive receptors near the Project site. Noise levels from stationary sources would be less than significant. In consideration of the preceding factors, the LTASP/Veterans Village Project contribution to cumulative noise impacts would be less than significant and therefore impacts would not be cumulatively considerable.

Construction noise and vibration impacts are confined to a localized area of impact. Cumulative impacts would occur only if other projects were being constructed in the Project vicinity simultaneously as the Veterans Village component of the Project. Noise from construction activities would be temporary. In consideration of the preceding factors, the Project's contribution to cumulative noise impacts would be less than significant and therefore Project impacts would not be cumulatively considerable.

## Level of Significance Before Mitigation

New significant impacts related to noise have been identified for the Modified Project, as compared to the 2016 Approved Project; therefore, additional mitigation measures are required. Without mitigation, the following impact would be potentially significant.

## Applicable Mitigation Measures from the 2016 LTASP EIR

No Mitigation Measures from the 2016 LTASP EIR are applicable to identified noise impacts.

## Additional Mitigation Measures for the 2018 Modified Project

No additional Mitigation Measures pertaining to Noise were proposed.

## Mitigation Measures for the 2018 Veterans Village Project

The Noise Study recommends the following Mitigation Measures be implemented.

Mitigation Measure **MM-NO-1** – All Project residential units must include the following.

- Double-paned windows as a means to mitigate existing traffic (mobile) related noise
- Central air conditioning so windows may remain closed during warmer weather
- Noise dampening insulation in the roof and walls

Mitigation Measure **MM-NO-2** – The following shall be applied to all Project-related construction activities.

- The Applicant shall ensure all construction activities take place Monday through Friday between 7:00 a.m. and 6:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. Construction activities during Sundays and legal holidays will not be permitted.
- The Applicant shall ensure contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- Any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 Db at any time when measured at or within the property lines of any property which is developed and used in whole or in part for residential purposes.
- The Applicant shall place signage on the Project site's main access gate notifying local residents as to the times and duration of construction activities. In addition, the sign must clearly identify a contact person (and phone number) that local residents may call to complain about noise or construction related issues.
- To ensure noise from equipment and vehicles are kept to a minimum, the Project contractors shall ensure all diesel trucks and equipment are not left to idle for longer than five minutes.

## **Level of Significance After Mitigation**

### **LTASP Amendment**

Identified noise impacts pertaining to traffic Noise would remain significant and unavoidable.

### **Veterans Village Development**

With implementation of the Mitigation Measures listed above, the potential impacts of the Veterans Village Development associated with noise would be less than significant.

## 5.10 POPULATION AND HOUSING

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to population and housing. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, City of Lynwood Municipal Code, and the 2016 Lynwood Transit Area Specific Plan Environmental Impact Report.

### Environmental Setting

According to United States Census data, the City of Lynwood's population in 2014 was 71,846 (approximately 0.71 percent of the Los Angeles County population). In 2014, there were 15,852 housing units in the City (approximately 0.46 percent of the County's housing units). The average number of persons per household in Lynwood was 4.42, which was 45 percent greater than the Countywide average of 3.04 persons per household. The average number of persons per household for owner-occupied housing in Lynwood is higher than for renter-occupied units.

The Southern California Association of Governments estimates the City of Lynwood population will increase by 5,800 persons between 2012 and 2040, which will represent approximately 0.4 percent of overall growth in Los Angeles County. During this period, the number of housing units in Lynwood is anticipated to increase by 1,500 units (0.22 percent of the overall County growth in units). The number of jobs in the City is anticipated to increase by 1,700 (accounting for 0.17 percent of overall growth in employment in Los Angeles County).

The jobs-to-housing ratio in a jurisdiction is indicative of the availability of jobs and housing and the balance between local work opportunities versus local housing availability. Based on the number of households and employment levels in Lynwood in 2012, the Southern California Association of Governments estimates the City has a jobs-to-housing ratio of 0.63 jobs per household (relative to Los Angeles County's ratio of 1.30 jobs per household). There generally is considered to be adequate housing to accommodate the labor market in a city when the jobs-to-housing ratio is close to 1.0. The City of Lynwood has a significantly lower ratio, which indicates there is a shortage of jobs for City residents and thereby Lynwood exports labor to surrounding areas. Much of the overall Lynwood Transit Area Specific Plan area does not support substantial housing, but does support retail and manufacturing businesses that provide employment opportunities for surrounding residents.

The Lynwood Transit Area Specific Plan project area encompasses approximately 315 acres north of Interstate 105 on either side of Long Beach Boulevard. The Specific Plan provides for development close to the Metro Green Line Station, which is located in the center median of Interstate 105 at its junction with Long Beach Boulevard. The entire Specific Plan area is urbanized and includes a combination of

regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. The following are notable areas of development in the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwod Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

Full buildout of the Specific Plan is envisioned to occur within a 25-year period (extending through 2040) and would allow 3,500 multi-family residential units, 1.2 million square feet of new commercial development, 750,000 square feet of industrial development, and 350 hotel rooms.

## **Regulatory Background**

### **2016-2040 Regional Transportation Plan/Sustainable Communities Strategy**

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The stated goals of the RTP/SCS are the following:

- Align Plan investments and policies with improving regional economic development and competitiveness
- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize productivity of the transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (such as walking and bicycling)
- Actively encourage and create incentives for energy efficiency, where possible
- Encourage land use and growth patterns that facilitate transit and active transportation

RTP/SCS land use strategies for achieving its goals include the following.

- Reflect the Changing Population and Demands – Shifting to development of more small-lot, single-family and multi-family housing in line with current housing demand
- Focus New Growth around Transit – Focusing housing and employment growth in High Quality Transit Areas in support of Transit Oriented Development and active transportation infrastructure
- Plan for Growth around Livable Corridors – Revitalizing commercial strips through integrated transportation and land use planning, resulting in increased economic activity and improved mobility options
- Provide More Options for Short Trips – Pursue land use strategies, Complete Streets integration, and a set of State and local policies to encourage the use of alternative modes of transportation for short trips
- Support Local Sustainability Planning – Support local planning practices that help lead to a reduction of greenhouse gas emissions, including Sustainable Planning & Design, Sustainable Zoning Codes, and Climate Action Plans

### **City of Lynwood 2014-2021 Housing Element**

The current City of Lynwood Housing Element contains goals and policies that address the City’s current and future housing needs, including a housing program that responds to identified needs. Housing Element Goals include preserving and improving existing housing, encouraging a variety of housing types, providing housing assistance where needed and feasible, removing governmental constraints to development of new housing opportunities, and promoting equal housing opportunities.

Housing needs are determined by the demographic characteristics of the population (e.g. age, household size, employment, income levels), the characteristics of its housing (i.e. number of units, age of units, tenure, size, cost), and the nature of the community (e.g. suburban, industrial, agricultural, resort-tourism, high tech, schools, parks, transportation).

The following Housing Element Goals and Policies apply to the Project.

- Goal 2 – Encourage a variety of housing types to meet the needs of City residents
- Goal 4 – Remove Governmental Constraints to the Development of New Housing Opportunities

- Policy 4.2 – Provide for streamlined, timely, and coordinated processing of residential projects to minimize holding costs and encourage housing production

### **Lynwood Transit Area Specific Plan**

The Project site is located within the study area of the Lynwood Transit Area Specific Plan. The purpose of this Specific Plan is to encourage revitalization of existing uses in the study area and to establish a land use framework that emphasizes a compact, urban form that relies less heavily on the private automobile. Specific Plan Goals are as follows.

- Goal 1: Promote Transit-Oriented Development Near the Metro Green Line Station – Expand the accessibility and improve the aesthetics of the Metro station and surrounding environs, including Long Beach Boulevard and at Plaza Mexico by creating a dynamic “downtown” transit district with a distinctive identity while also reducing vehicle miles traveled and reliance on the automobile
- Goal 2: Allow for Flexibility in Land Uses – Provide a framework for future approval of infill development projects that offer a mix of uses, building types, and community benefits that can accommodate changes in the market
- Goal 3: Consolidate Uses and Create New Development Sites – Identify sites or areas most suitable for assembly and revitalization
- Goal 4: Enhance Pedestrian Comfort and Safety – Increase facilities, add connections, and multiply opportunities to safely and conveniently travel the area on “complete” streets by foot, bike, and public transit
- Goal 5: Enhance Recreational Opportunities – Increase the opportunity to develop landscaped areas, parks, open space, and trails that are supportive of the public life of the community. Improve security and well-being for the area’s residents, employees, and visitors through increased activity, increased walkability, controls on cars and drivers, and better design and wayfinding
- Goal 6: Improve and Facilitate Additional Housing – A variety of housing types should be provided that are compatible with existing housing types and neighborhoods in the community. A diverse mix of ownership and rental housing, and market-rate, affordable, and workforce housing should be maintained

- Goal 7: Create a Sustainable Community – Ensure public health, safety, and welfare by providing and maintaining sustainable infrastructure and facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development

The Land Use Strategy in the Specific Plan that particularly applies to the Project is as follows.

- Mixed-Use Placemaking Opportunity Areas – The major placemaking opportunities in the Specific Plan area include the Metro station, Plaza Mexico shopping center, Northgate mixed use area, northwest industrial area, and the St. Francis Medical Center

The Project site is located within the Town Center District of the Lynwood Transit Area Specific Plan study area. The overall Specific Plan contemplates The Land Use Section of this document discusses the Town Center District in more detail.

## **Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to population and housing if the project would:

- PH-1** Induce substantial population growth in an area, either directly or indirectly
- PH-2** Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- PH-3** Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

## **Summary of Impacts Associated with the 2016 Approved Project**

The zoning for the properties that comprise the Project site was changed from Manufacturing to Industrial, Residential and Open Space with City of Lynwood approval of the LTASP in 2016. The certified EIR for that action found that implementation of the LTASP would encourage growth in the Plan area that would exceed Southern California Association of Governments projections, “but this growth would be in line with local and regional development goals and policies and would include a balance of new jobs and housing.” Thereby the 2016 LTASP EIR indicated Project impacts pertaining to Population and Housing were less than significant.

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

**PH-1** – The LTASP Amendment would not result in new significant impacts or substantially increase the severity of impacts identified in the 2016 LTASP EIR because the unit type and count that would be allowed with approval of the Specific Plan Amendment portion of the Project has been assumed in previous certified environmental documents. Full implementation of the LTASP would encourage increased density and intensity of land uses within the LTASP area that would result in addition of up to 3,500 residential units, 350 hotel rooms, 1.2 million square feet of commercial development, and 750,000 square feet of industrial development. The existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

**The resultant level of impact is less than significant.**

**PH-2** – The portion of the Project site (the Town Center District and Town Center Neighborhood) proposed for changes in land use designations. The majority of that portion of the Project site contains industrial uses and the remainder is vacant. No housing exists on the Project site. Therefore, the LTASP component of the Project would not result in displacing any housing. In addition, this component would provide additional housing opportunities in close proximity to transit opportunities within the City. The LTASP encourages addition to the housing stock in Lynwood.

**No impact will result.**

**PH-3** – The portion of the Project site (the Town Center District and Town Center Neighborhood) proposed for changes in land use designations. The majority of that portion of the Project site contains industrial uses and the remainder is vacant. No housing exists on the Project site. Therefore, the LTASP component of the Project would not result in displacing any persons.

**No impact will result.**

### ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

**PH-1** – The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.

Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.

**The resultant level of impact is less than significant.**

**PH-2** – The portion of the Project site (the Town Center District and Town Center Neighborhood) proposed for changes in land use designations. The majority of that portion of the Project site contains industrial uses and the remainder is vacant. No housing exists on the Project site. Therefore, the Veterans Village component of the Project would not result in displacing any housing. Rather, this component would provide additional housing opportunities in close proximity to transit opportunities within the City (which is a primary goal of the LTASP). The LTASP encourages addition to the housing stock in Lynwood.

**No impact will result.**

**PH-3** – The portion of the Project site (the Town Center District and Town Center Neighborhood) proposed for changes in land use designations. The majority of that portion of the Project site contains industrial uses and the remainder is vacant. No housing exists on the Project site. Therefore, the Veterans Village component of the Project would not result in displacing any persons.

**No impact will result.**

## **Cumulative Impacts**

Cumulative population and housing impacts are created when the development combined with other future developments contributes to the overall displacement of persons or existing housing. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department, the cumulative development was assumed in the Land Use and Planning analysis to evaluate potential impacts in the cumulative condition.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The incremental effect of Project development and operation pertaining to Land Use and Planning would be less than significant due to the small incremental increases in population and housing that would result. The LTASP contemplates a scale of residential and commercial development far greater than that proposed by the Veterans Village component of the Project in combination with the approved 348-unit Plaza Mexico Residences project. Therefore, in consideration of the preceding factors, the Project contribution to cumulative Land Use and Planning impacts would be less than significant and development impacts would not be cumulatively considerable.

## **Level of Significance Before Mitigation**

No new significant impacts related to Population and Housing have been identified for the Project, as compared to the 2016 approved Specific Plan Amendment and the 2018 approved Specific Plan Amendment and Plaza Mexico project. Therefore, no Mitigation Measures are required. The following Project development and operation impact level pertaining to Land Use and Planning would be less than significant.

### **Applicable Mitigation Measures from the 2016 LTASP EIR**

The 2016 LTASP EIR did not identify any Mitigation Measures as necessary to address impacts pertaining to Land Use and Planning.

### **Additional Mitigation Measures for the 2018 Veterans Village Project**

No additional Mitigation Measures are required.

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

#### **LTASP Amendment**

Implementation of the LTASP Amendment component of the Project would result in less than significant levels of impact pertaining to Population and Housing.

#### **Veterans Village Development**

The potential impacts of the Veterans Village Development associated with population and housing would be less than significant.

## 5.11 PUBLIC SERVICES

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Public Services. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, City of Lynwood Municipal Code, 2016 Lynwood Transit Area Specific Plan Environmental Impact Report, and communications from noted public service providers.

### Environmental Setting

#### Fire and Emergency Services

The consolidated Fire Protection District of Los Angeles County provides fire protection and related services under a contract basis to the City of Lynwood. Two fire stations are located in Lynwood: Station No. 147 (Fire Headquarters) at 3161 Imperial Highway within the Lynwood Transit Area Specific Plan study area; and, Station No. 148 at 4262 Martin Luther King Jr. Boulevard (less than 1 mile from the Project site). The stations are staffed with a minimum nine full-time firefighters at all times who are charged with protecting City residents' lives and property from effects of fires, sudden medical emergencies, or exposure to dangerous conditions created by man or nature. Services provided include fire protection, hazardous materials, emergency medical services that include paramedic services, fire code and related code enforcement, and fire cause and arson investigation. The Los Angeles County Fire Department has an established response time goal of four minutes.

#### Police Services

The Los Angeles County Sheriff's Department provides law enforcement services for the City of Lynwood under contract with the City. The Century Station is located at 11073 Alameda Street, approximately one-fourth mile west of the Project site. Additional law enforcement services offered to residents and business owners in the City are the following.

- Crime prevention training
- Vacation security checks
- Police reports
- Citizen community academies
- Video surveillance cameras
- Red signal light camera enforcement

## **Schools**

The Lynwood Unified School District serves the City of Lynwood. Its boundaries are contiguous with the City boundaries. There are 12 elementary schools, three middle schools, and three high schools within the City. The following schools are nearest the Project site, but none are within one-fourth mile of the Project site.

- Lincoln Elementary School (11031 State Street)
- Wilson Elementary School (11700 School Street)
- Hosler Middle School (11300 Spruce Street)
- Lynwood High School (4050 East Imperial Highway)

## **Libraries**

The Los Angeles Public Library System serves the City of Lynwood. The Lynwood Library is located at 11320 Bullis Road, in the Lynwood Civic Center. Although the Lynwood General Plan calls for a standard of 0.5 square feet of library space per capita, the Lynwood Library has 0.17 square feet per capita. However, the Lynwood Community Development Department conducts ongoing programs to promote library usage, modernize and improve library facilities, support literacy programs, mobile book services and other library outreach programs.

## **Regulatory Background**

### **City of Lynwood General Plan**

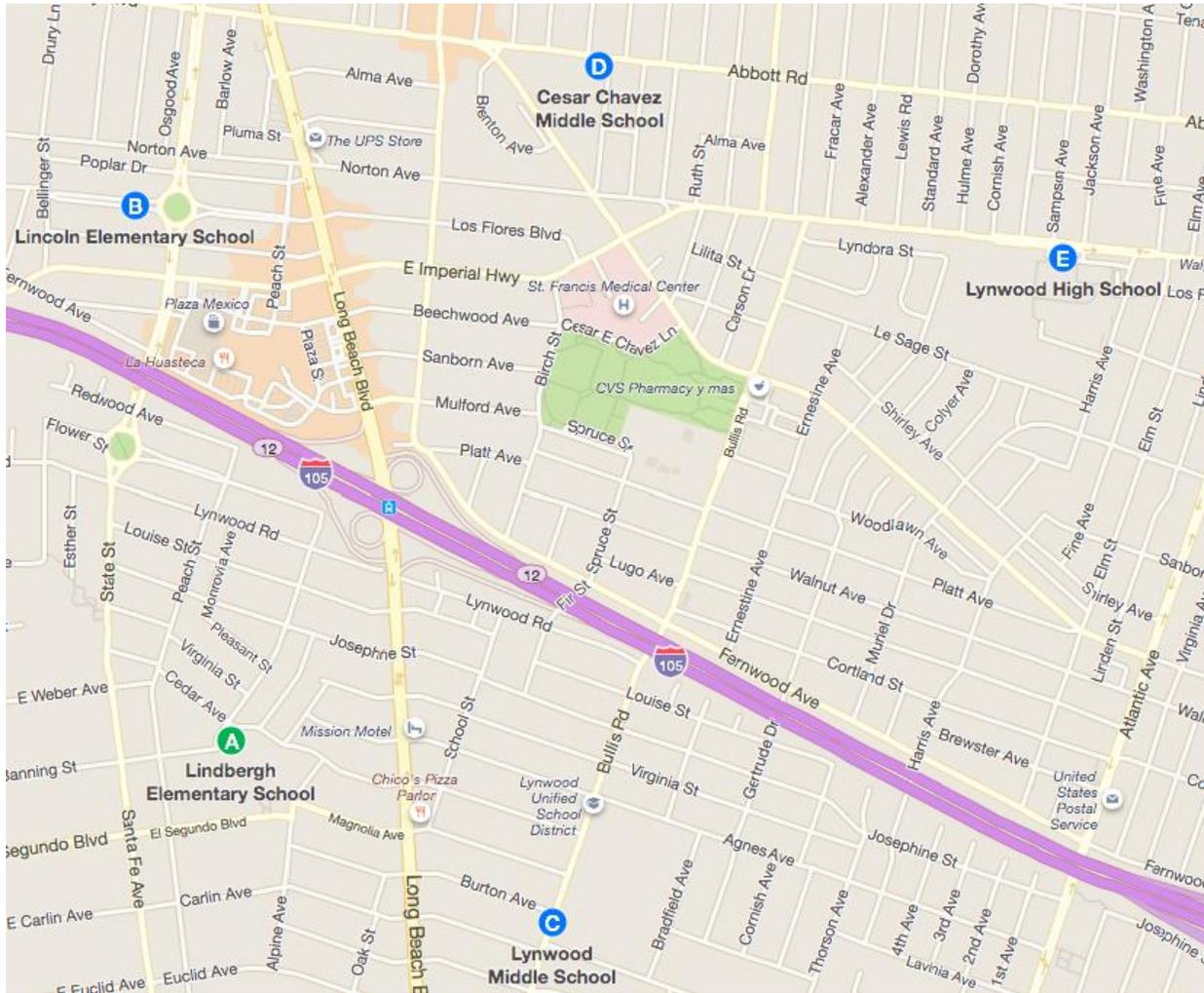
The City of Lynwood General Plan Infrastructure and Public Services Element discusses community services, including schools, parks and recreation, fire protection services, and police services.

### **Lynwood Transit Area Specific Plan**

The Lynwood Transit Area Specific Plan has as one of its goals (Goal 7 – Create a Sustainable Community) to “ensure public health, safety and welfare by providing and maintaining sustainable

infrastructure and facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Figure 8 – Schools



		<i>Address</i>	<i>Distance</i>
A	Lindbergh Elementary	3300 Cedar Ave	1.1 mi
B	Lincoln Elementary	11031 State St	0.4 mi
C	Lynwood Middle School	12124	2.0 mi

	Middle	Bullis	
		Rd	
D	Cesar	3898	1.4 mi
	Chavez	Abbott	
	Middle	Rd	
E	Lynwood	4050 E	1.8 mi
	High	Imperial	
		Hwy	

## Thresholds of Significance

**PS-1** According to Appendix G of the CEQA Guidelines, would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection; Police protection; Schools; Parks; or, Other public facilities?

## Summary of Impacts Associated with the 2016 Approved Project

The 2016 LTASP EIR indicated Project impacts pertaining to Population and Housing were less than significant. That EIR indicated as follows –

- “Implementation of the proposed Lynwood Transit Area Specific Plan would add new residential and no-residential uses to the Plan Area, generating additional need for the Los Angeles County Sheriff’s office protection services. Expansion of the current Sheriff’s office or construction of a new facility would occur in existing urbanized areas where environmental impacts would be minimal.”
- “Implementation of the proposed Specific Plan would add residential and non-residential uses, generating additional need for Los Angeles County Fire Department protection services and facilities. Due to the location of the current and new or expanded fire facilities in existing urbanized areas, impacts to fire protection services and the potential for expanded facilities would be less than significant.”
- “Implementation of the Specific Plan would add up to 2,450 students to current student roles. However, with payment of State-mandated school impact fees, impacts related to public school operating capacity would be less than significant.”
- “Implementation of the Specific Plan would increase the service population of the Lynwood Public Library. However, because adequate capacity at existing libraries within the City and in adjacent communities exists to serve the proposed Specific Plan, impacts related to libraries would be less than significant.”

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED LTASP AMENDMENT

**PS-1** – The LTASP Amendment would not result in new significant impacts or substantially increase the severity of impacts identified in the 2016 LTASP EIR because the unit type and count that would be allowed with approval of the Specific Plan Amendment portion of the Project has been assumed in previous certified environmental documents. Full implementation of the LTASP would encourage

increased density and intensity of land uses within the LTASP area that would result in addition of up to 3,500 residential units, 350 hotel rooms, 1.2 million square feet of commercial development, and 750,000 square feet of industrial development. The existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

**The resultant level of impact is less than significant.**

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

**PS-1** – The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.

Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.

The LTASP contemplates a scale of residential and commercial development far greater than that proposed by the Veterans Village component of the Project. In addition, the Los Angeles County Fire Department, Los Angeles County Sheriff's Office, Lynwood Unified School District, and Lynwood Public Library have indicated service levels for the Project will be accommodated.

**The resultant level of impact is less than significant.**

## **Cumulative Impacts**

Cumulative Public Services impacts are created when the development combined with other future developments would not cause new or expanded fire and emergency service protection facilities or law enforcement facilities to be needed because the 2016 LTASP and 2016 LTASP EIR contemplated a population and commercial use growth far greater than the Veterans Village component of the Project. The incremental effect of Project development and operation pertaining to Public Services would be less than significant due to the small incremental increases in population and housing that would result. The LTASP contemplates a scale of residential and commercial development far greater than that proposed by the Veterans Village component of the Project in combination with the approved 348-unit Plaza Mexico Residences project.

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department, the cumulative development was assumed in the Land Use and Planning analysis to evaluate potential impacts in the cumulative condition.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

Therefore, in consideration of the preceding factors, the Project contribution to cumulative Public Services impacts would be less than significant and development impacts would not be cumulatively considerable.

### **Level of Significance Before Mitigation**

No new significant impacts related to Public Services have been identified for the Project, as compared to the 2016 approved Specific Plan Amendment and the 2018 approved LTASP Amendment/Plaza Mexico project. Therefore, no Mitigation Measures are required. The following Project development and operation impact level pertaining to Public Services would be less than significant.

### **Applicable Mitigation Measures from the 2016 LTASP EIR**

The 2016 LTASP EIR did not identify any Mitigation Measures as necessary to address impacts pertaining to Public Services.

### **Additional Mitigation Measures for the 2018 Veterans Village Project**

No additional Mitigation Measures are required.

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

#### **LTASP Amendment**

Implementation of the LTASP Amendment component of the Project would result in less than significant levels of impact to Public Services.

#### **Veterans Village Development**

The potential impacts of the Veterans Village Development associated with Public Services would be less than significant.

## 5.12 RECREATION

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Recreation. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, City of Lynwood Municipal Code, 2016, and the Lynwood Transit Area Specific Plan Environmental Impact Report.

### Environmental Setting

There are 46.1 acres of park facilities and 52 acres of school playgrounds (available to City residents during off-school hours) in the City of Lynwood. The City General Plan recommends a combined standard for neighborhood parks, community parks and sports complexes acreage-to-population ratio of three acres per 1,000 persons. This would equate to the City having 210 acres of parks. Therefore, (combining existing park and school facility acreage) there is a 112-acre deficit of park land in Lynwood.

### Regulatory Background

#### City of Lynwood General Plan

The current City of Lynwood General Plan contains goals and policies that address the recreational goals and policies within the City.

#### Lynwood Transit Area Specific Plan

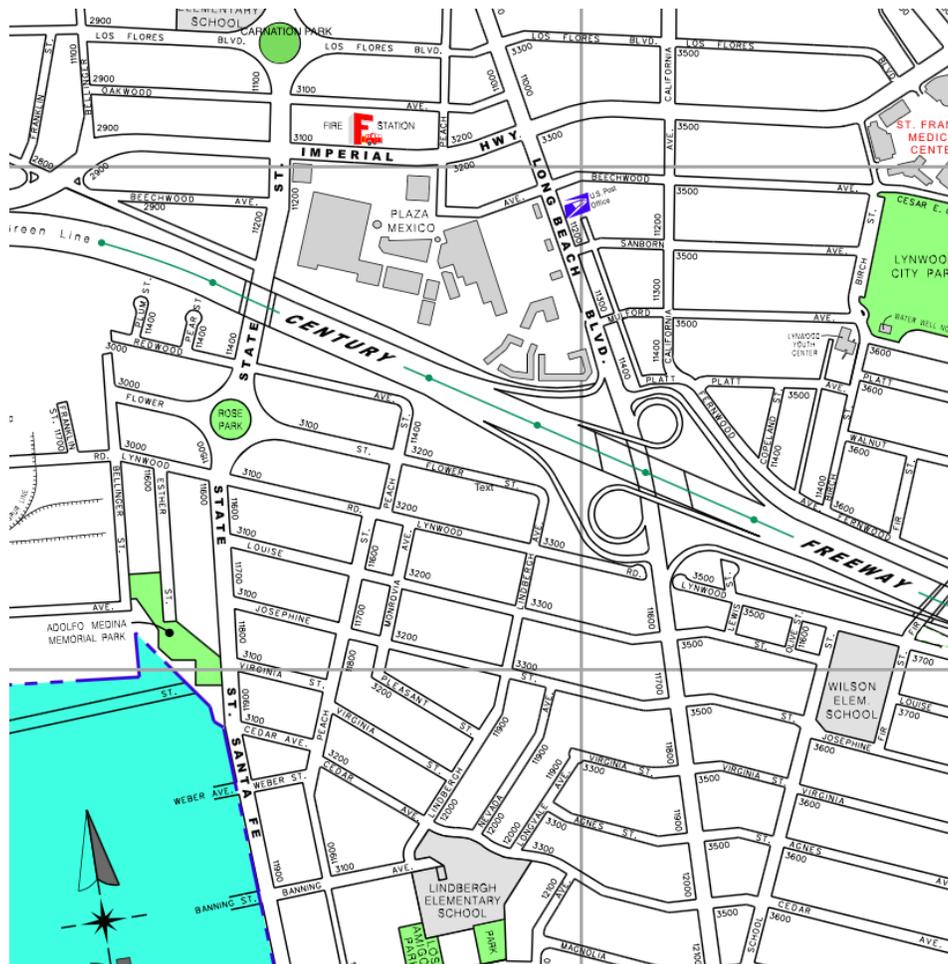
The Project site is located within the study area of the Lynwood Transit Area Specific Plan. The following Specific Plan Goal is most relevant to Recreation --

- Goal 5: Enhance Recreational Opportunities – Increase the opportunity to develop landscaped areas, parks, open space, and trails that are supportive of the public life of the community. Improve security and well-being for the area’s residents, employees, and visitors through increased activity, increased walkability, controls on cars and drivers, and better design and wayfinding

In addition, the LTASP states that “neighborhood parks, plazas, and pedestrian and bicycle connections will be created along . . . Imperial Highway . . . and the adjacent neighborhoods.” The Project site is located within the Town Center District of the Lynwood Transit Area Specific Plan area. The overall

Specific Plan contemplates The Land Use Section of this document discusses the Town Center District in more detail.

**Figure 7 – Parks and Trails**



	Address	Distance
Carnation Park	Los Flores Blvd. and State Street	0.4 mi
Rose Park	Flower	0.5 mi

	Street and State Street	
Adolfo Medina Park	11915 State Street	0.7 mi
Los Amigos Park	El Segundo Blvd.	1.3 mi
Lynwood City Park	11301 Bullis Road	1.4 mi

## Thresholds of Significance

- RE-1** Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- RE-2** Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

## Summary of Impacts Associated with the 2016 Approved Project

The 2016 LTASP EIR did not analyze Recreation impacts of the LTASP.

## Environmental Impacts

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT PROJECT COMPONENT

**RE-1** – The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.

Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.

The originally approved (2016) number of dwelling units within the LTASP area was 3,500. The Project now proposes to add 632 multi-family residential units to that total. The increase in population noted above would yield a requirement for an additional 8.57 acres of park land within the City. The growth in population would create more demand for parks and recreation facilities and cause additional use of parks in the City, which would accelerate physical deterioration of existing parks. Although park fees will be required of the developer of the Veterans Village component of the Project, the actual park land will not be provided as part of Project development. Therefore, the resultant impact to recreation facilities is not only Potentially Significant but also is Significant and Unavoidable.

~~This would lead to an increased park requirement.~~ To assist with ameliorating existing and future impacts to recreational facilities, the City has established a public facilities development impact fee (Municipal Code Section 11-19) that is imposed on all new development or development projects for which a development permit is issued. The City Manager or City Manager's duly authorized designee and can be utilized to offset impacts to recreational facilities. Following payment of in-lieu fees and/or dedication of additional parkland facilities, as noted in in Mitigation Measures MM-REC-1 and MM-REC-2 below as part of Project development, the need for new facilities would be reduced ~~and resultant impacts would be less than significant.~~ but the resultant impact to recreation facilities would remain significant and unavoidable.

~~The resultant level of impact will be less than significant with Mitigation implemented.~~

~~RE-2 – Reference RE-1 above.~~

~~RE-2 – The LTASP component of the Project will contain recreation facilities focused to Project residents. Therefore, due to the newness of the residential developments, there will be no resultant deteriorating effect on the environment.~~

**No Impact will result.**

## **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

~~RE-1 – Reference RE-1 above.~~

~~The resultant level of impact is less than significant.~~

~~RE-1 – The existing LTASP contemplates multi-family residential development within portions of the 11.664-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per~~

renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.

Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.

As noted above, there are only 46.1 acres of park facilities and 52 acres of school playgrounds (available to City residents during off-school hours) in the City of Lynwood. The City General Plan recommends a combined standard for neighborhood parks, community parks and sports complexes acreage-to-population ratio of three acres per 1,000 persons. This would equate to the City having 210 acres of parks. Therefore, (combining existing park and school facility acreage) there is a 112-acre deficit of park land in Lynwood. The originally approved (2016) number of dwelling units within the LTASP area was 3,500. The Project now proposes to add 632 multi-family residential units to that total. The increase in population noted above would yield a requirement for an additional 8.57 acres of park land within the City. The growth in population would create more demand for parks and recreation facilities and cause additional use of parks in the City, which would accelerate physical deterioration of existing parks. Although park fees will be required of the developer of the Veterans Village component of the Project, the actual park land will not be provided as part of Project development. Therefore, the resultant impact to recreation facilities is not only Potentially Significant but also is Significant and Unavoidable.

~~This increase in population is within the overall anticipated growth accompanying build out of the LTASP. The resultant level of impact is less than significant.~~

**RE-2** – The Veterans Village component of the Project will contain recreation facilities focused to Project residents. Therefore, due to the newness of the Veterans Village development, there will be no resultant deteriorating effect on the environment.

**No Impact will result.**

## Cumulative Impacts

Cumulative Recreation impacts are created when the development combined with other future developments contributes to deterioration of existing recreation facilities or a need for additional recreation facilities. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department, the cumulative development was assumed in the Recreation analysis to evaluate potential impacts in the cumulative condition.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

The incremental effect of Project development and operation pertaining to Recreation would be ~~less than significant due to the small incremental increases in population and housing that would result.~~ Significant and unavoidable in that the park requirement would not be satisfied and the current parks deficiency in the City would worsen with Project development. The LTASP contemplates a scale of residential and commercial development far greater than that proposed by the Veterans Village component of the Project in combination with the approved 348-unit Plaza Mexico Residences project. Therefore, in consideration of the preceding factors, the Project contribution to cumulative Recreation impacts would be ~~less than significant and development impacts would not be cumulatively considerable.~~ significant and unavoidable.

### **Level of Significance Before Mitigation**

~~NO~~ New significant impacts related to Recreation have been identified for the Project, as a component of the 2016 approved LTASP or as a component of the 2018 approved Specific Plan Amendment/Plaza Mexico project. ~~Therefore, no~~ Mitigation measures are required, ~~such as payment of in-lieu park fees to the City.~~ The following Project development and operation impact level pertaining to Recreation would be ~~less than~~ significant and unavoidable.

### **Applicable Mitigation Measures from the 2016 LTASP EIR**

The 2016 LTASP EIR did not identify any Mitigation Measures as necessary to address impacts pertaining to Recreation.

### **Additional Mitigation Measures for the 2018 Veterans Village Project**

The following Mitigation Measure must be implemented to address Project impacts on Recreation.

**MM-RE-1** – The Applicant shall pay the appropriate Park/Recreation Impact Fees levied by the City of Lynwood to the City Parks and Recreation Department or dedicate their pro-rata share of parkland to the City Parks and Recreation Department prior to issuance of a Certificate of Occupancy. If Fees are paid, the Fees shall be used for development of additional parks to help meet the City desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet City desired parkland standards of three acres per 1,000 residents. The Parks and Recreation Department shall verify payment of said Park/Recreation Impact Fees or land dedication. Payment of applicable State-mandated School Impact Fees also must be collected prior to issuance of a Certificate of Occupancy.

No additional Mitigation Measures are ~~required~~ available or feasible beyond payment of park in-lieu fees to the City. However, although in-lieu fee payment (required as a Standard Condition for all residential project applications within the City) it would not address the deficient parks-to-person ratio within the City.

## **Level of Significance After Mitigation**

### **LTASP Amendment**

Implementation of the LTASP Amendment component of the Project would result in ~~less than~~ significant and unavoidable levels of impact to Recreation ~~and therefore not require mitigation~~.

### **Veterans Village Development**

Potential impacts of the Veterans Village Development associated with Recreation would be ~~less than~~ significant and unavoidable. ~~The proposed maximum of 632 multi-family units and 25,000 square feet of commercial use fall well within the approved LTASP intensity allowances.~~ Furthermore, although the Veterans Village component of the Project will be required (as part of Site Plan Review) to provide recreation amenities within the Project for residents of the Veterans Village component of the Project and to pay appropriate park in-lieu fees.

## 5.13 TRANSPORTATION AND TRAFFIC

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for Project development and operation to result in Transportation and Traffic impacts in the Project's surrounding area. The LTASP Amendment would not result in new significant impacts or substantially increase the severity of impacts identified in the 2016 LTASP EIR. This section specifically analyzes Veterans Village development-related traffic impacts. The analysis in this section is based in part on the "Veterans' Village Traffic Impact Analysis" (October 1, 2018) prepared by Infrastructure Engineers and the 2018 Plaza Mexico Residences SEIR (September 2018). The discussion and analysis in this section is further informed by information contained in the City of Lynwood General Plan, the LTASP, and the Lynwood Transit Area Specific Plan Environmental Impact Report.

### 5.4.1 Environmental Setting

#### 5.4.1.1 REGULATORY BACKGROUND

The regulatory framework discusses the regulatory agencies/policies that affect transportation in the City of Lynwood and the project area. Major policy documents for Lynwood include laws at the state level and planning documents at a regional level.

#### State

##### ***Assembly Bill 1358: The California Complete Streets Act***

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the Governor's Office of Planning and Research (OPR) to release guidelines for compliance, which are so far undeveloped.

##### ***Senate Bill 375: Sustainable Communities and Climate Protection Act***

The Sustainable Communities and Climate Protection Act (SB 375) was signed into law on September 30, 2008. The SB 375 regulation provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing

greenhouse gas (GHG) emissions set by California Global Warming Solutions Act of 2006 (AB 32). SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a “sustainable communities strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the regional emissions target.

### ***Senate Bill 743***

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts in many parts of California (if not statewide). As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code § 21099[b][1]). On January 20, 2016, the Governor’s Office of Planning and Research released proposed revisions to its CEQA guidelines for the implementation of SB743. Draft review and rulemaking for the new guidelines are in its draft stages. Once the guidelines are certified, “automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Public Resources Code § 21099[b][2]). Since the Governor’s Office of Planning and Research has not yet amended the CEQA Guidelines to implement this change, automobile delay is still considered a significant impact, and the City of Lynwood continues to use the established LOS criteria.

## **Regional**

### ***Southern California Association of Governments***

Adopted in April 2016, the Southern California Association of Governments’ 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the regional transportation plan is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development.

### ***Los Angeles County Metropolitan Transportation Authority***

Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner and coordinator, designer, builder, and operator for Los Angeles County. Metro funds improvements to all modes of transportation through several programs, including the Transportation Improvement Program (TIP), the CMP, and Bicycle Transportation Strategic Plan. Metro operates rail and bus transit services throughout Los Angeles County.

### ***Los Angeles County Congestion Management Program (CMP)***

The CMP has been implemented locally by Metro. The CMP involves monitoring traffic conditions and performance measures on the designated transportation network, analyzing the impact of land use decisions on the transportation network, and implementing mitigation measures to reduce impacts on the network. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways compose the CMP system. New projects within the County of Los Angeles must comply with the CMP, which was adopted by the Metro pursuant to state law.<sup>3</sup>

Based on the CMP criteria, the following locations must be analyzed:

- Mainline freeway monitoring locations where a project will add 150 or more trips, in either direction, during either AM or PM weekday peak hours.
- All CMP arterial monitoring intersections, including freeway on- and off-ramp intersections, where a proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).

The CMP requires a Traffic Impact Assessment (TIA) for any project that impacts CMP highways and intersections. If a project does not add, but merely shifts trips at a given monitoring location, a CMP analysis is not required.

A significant impact occurs when a project increases traffic demand on a CMP facility by 2 percent of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by 2 percent of capacity ( $V/C \geq 0.02$ ).

## **Local**

### ***City of Lynwood General Plan Circulation Element***

All study intersections are under the jurisdiction of the City of Lynwood and Caltrans. The City of Lynwood uses LOS D as its minimum level of service standard. The City uses the Los Angeles County significant impact thresholds to determine project impacts, which considers an impact significant if the project related increase in volume to capacity ratio exceeds the following.

- LOS C project v/c increase  $> 0.04$
- LOS D project v/c increase  $> 0.02$

<sup>3</sup> Los Angeles County Metropolitan Transportation Authority. *Congestion Management Program for Los Angeles County*. 2010. [http://www.metro.net/projects/congestion\\_mgmt\\_pgm/](http://www.metro.net/projects/congestion_mgmt_pgm/)

- LOS E/F project v/c increase > 0.01

### 5.4.1.2 PERFORMANCE CRITERIA

The efficiency of traffic operations is measured in terms of level of service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from “A” to “F,” with LOS A representing the highest level operating conditions and LOS F representing extremely congested and restricted operations.

#### Intersections

Peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU value translates to an LOS estimate. Descriptions of the LOS letter grades for signalized intersections and the relationship between the various volume-to-capacity (V/C) ratios are provided in Table 5.4-1.

**Table 6 – Intersection Level of Service Descriptions**

LOS	Interpretation	ICU (V/C)	HCM for Signalized Intersections (seconds)	HCM for Unsignalized Intersections (seconds)
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	0.00-0.60	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	0.61-0.70	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	0.71-0.80	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	0.81-0.90	> 25 and ≤ 35	> 35 and ≤ 55

**Table 6 – Intersection Level of Service Descriptions**

LOS	Interpretation	ICU (V/C)	HCM for Signalized Intersections (seconds)	HCM for Unsignalized Intersections (seconds)
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	0.91-1.00	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>1.0	> 50	> 80

Source: Translutions, Inc. 2017, October 5. *Plaza Mexico Residences Traffic Study*.

The minimum acceptable level of service for intersections in the City of Lynwood is D. Intersections are considered significantly impacted if an unacceptable peak hour level of service is projected; or if it would cause the total ICU to increase by 0.02 or greater if the intersection is operating at an unacceptable LOS in the baseline conditions.

### Freeway Ramp Intersections

Caltrans freeway ramp intersections are analyzed using the Highway Capacity Manual (HCM) methodology for signalized intersections. In this methodology, the LOS at an intersection is determined based on the estimated average delay experienced by all traffic using the intersection. For un-signalized intersections, the LOS is determined based on the estimated average delay experienced by traffic at the approach with the highest delays. Caltrans considers LOS D as the minimum level of service standard for all intersections under its jurisdiction. Therefore, study intersections operating at LOS E or F are required to be mitigated to LOS D or better. For average delays greater than the acceptable level of service, mitigation of the project contribution is required to bring the intersection back to no-project conditions or better if project contribution is 2 seconds or greater.

#### 5.4.1.3 EXISTING ROADWAYS

Regional access to the project site is provided by Interstate 105 (I-105) to the south. Interstate 105 is an east-west freeway south of the site with three general purpose lanes and one high-occupancy vehicle lane in each direction. There is an interchange with Interstate 710 to the east.

#### 5.4.1.4 EXISTING TRAFFIC CONDITIONS

The 2018 Plaza Mexico Residences SEIR found that all study area (LTASP) intersections are currently operating at satisfactory levels of service with the exception of State Street/Beechwood Avenue in the PM peak hour, as indicated in the following Table

**Table 5.4-2 Existing Conditions**

Intersection Location	Control	AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1 . State St/Imperial Highway	Signal	0.77	C	0.78	C
2 . State St/Beechwood Ave	TWSC	21.30	C	39.40	E
3 . Long Beach Blvd/Imperial Highway	Signal	0.81	D	0.84	D
4 . Long Beach Blvd/Sanborn Ave	Signal	0.66	B	0.70	B
5 . Long Beach Blvd/I-105 WB Slip On-Ramp	Free		A		A
6 . Long Beach Blvd/I-105 WB Off-Ramp	Signal	18.30	B	24.20	C
7 . Long Beach Blvd/I-105 WB Loop On-Ramp	Free		A		A
8 . Long Beach Blvd/I-105 EB Loop On-Ramp	Free		A		A
9 . Long Beach Blvd/I-105 EB Off-Ramp	Signal	15.70	B	11.10	B

Source Source: Translutions, Inc. 2017, October 5. Plaza Mexico Residences Traffic Study.

Notes: **Bold** indicates unacceptable LOS

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

WB = westbound; EB = eastbound

## 5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-1** Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2** Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- T-3** Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- T-4** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5** Result in inadequate emergency access.
- T-6** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Chapter 7 of this SEIR substantiates that impacts associated with threshold T-3, T-4, T-5, and T-6 would have no impact or less than significant impact. These impacts are not addressed in the following analysis.

## 5.4.3 Summary of Impacts Associated with the 2016 Approved Project

The 2016 LTASP EIR estimated that Specific Plan buildout would add 33,550 daily vehicle trips to roadways in and near the Plan Area. The EIR analyzed traffic conditions on eight roadway segments in

and near the Plan Area, and at six freeway ramps at I-105 and Long Beach Boulevard, under three scenarios: Existing (2015), Existing Plus Project, and Future Year Plus Project (2040).

The 2016 LTASP EIR identified the following significant impacts.

- Existing Plus Project Conditions
  - Roadway Segments
    - Long Beach Boulevard north of Norton Avenue
    - Long Beach Boulevard south of Josephine Street
  - Intersections: no significant impacts were identified
- Future Year (2040) Plus Project Conditions
  - Roadway Segments
    - Long Beach Boulevard north of Norton Avenue
    - Long Beach Boulevard south of Josephine Street
  - Intersections (existing intersection configurations): no significant impacts were identified
  - Intersections (reconfigured intersections)
    - Long Beach Boulevard/Park and Ride Access

The 2016 LTASP EIR estimated that Specific Plan buildout would cause significant traffic impacts to four Congestion Management Program (CMP) roadway segments.

- Long Beach Boulevard north of Norton Avenue
- Long Beach Boulevard South of Josephine Street
- Alameda Street South of Fernwood Avenue
- Imperial Highway East of California Avenue

The 2016 LTASP EIR determined that airport-related impacts would be less than significant. The Plan Area is outside of adopted airport land use plans and is three miles north of Compton-Woodley Airport, the nearest public-use airport.

The 2016 LTASP EIR found that the Specific Plan would have favorable impacts to alternative transportation, and no adverse impact would occur. The Specific Plan proposes several bicycle, pedestrian, and public transit, and ride-share improvements in the Plan Area.

In summary, the 2016 LTASP EIR identified the following four potentially significant transportation and traffic impacts.

- Impacts to roadway segments in Existing Plus Project conditions
- Impacts to roadway segments in Future Year (2040) Plus Project conditions
- Impacts to reconfigured intersections in Future Year (2040) Plus Project conditions
- Impacts to CMP roadway segments.

#### **5.4.4 Summary of Impacts Associated with the 2018 LTASP/Plaza Mexico Residences SEIR**

Transportation and Traffic impacts would remain significant and unavoidable on an overall LTASP scale. Plaza Mexico share of overall impacts would be reduced to a less than significant level with implementation of indicated Mitigation Measures.

#### **5.4.5 Environmental Impacts**

##### **Methodology**

Infrastructure Engineers manually conducted peak-hour traffic counts between 7:00-9:00 a.m. and 4:00-6:00 p.m. on Wednesday, June 6, 2018 at key local intersections (Long Beach Boulevard North Bound and South Bound/at I-105 East Bound and West Bound On and Off Ramps) to determine if traffic counts and traffic growth factors utilized in the LTASP remained valid. The LTASP traffic counts were found valid, based on review of 2018 count data.

##### **Trip Generation**

Infrastructure Engineers determined Project trip generation using the following three-step process.

1. Institute of Transportation engineers “Trip Generation 10<sup>th</sup> Edition” rates for Veterans Village component land uses.
2. Subtraction of LTASP trip generation from Veterans Village trip generation to determine increase/decrease of Project-related trips.
3. Application of LTASP reduction factors for transit area project to differential trip generation to identify net trip generation result for Veterans Village component of Project. Reduction factors include 25% transit trips and 18% internal trip credit.

##### **5.4.5.1 ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE 2016 LTASP EIR**

The 2016 LTASP EIR identified the following significant impacts.

- Existing Plus Project Conditions
  - Roadway Segments
    - Long Beach Boulevard north of Norton Avenue
    - Long Beach Boulevard south of Josephine Street
  - Intersections: no significant impacts were identified
- Future Year (2040) Plus Project Conditions
  - Roadway Segments
    - Long Beach Boulevard north of Norton Avenue

- Long Beach Boulevard south of Josephine Street
- Intersections (existing intersection configurations): no significant impacts were identified
- Intersections (reconfigured intersections)
  - Long Beach Boulevard/Park and Ride Access
  -

The 2016 LTASP EIR estimated that Specific Plan buildout would cause significant traffic impacts to four Congestion Management Program (CMP) roadway segments.

- Long Beach Boulevard north of Norton Avenue
- Long Beach Boulevard South of Josephine Street
- Alameda Street South of Fernwood Avenue
- Imperial Highway East of California Avenue

The 2016 LTASP EIR determined that airport-related impacts would be less than significant. The Plan Area is outside of adopted airport land use plans and is three miles north of Compton-Woodley Airport, the nearest public-use airport.

The 2016 LTASP EIR found that the Specific Plan would have favorable impacts to alternative transportation, and no adverse impact would occur. The Specific Plan proposes several bicycle, pedestrian, and public transit, and ride-share improvements in the Plan Area.

In summary, the 2016 LTASP EIR identified the following four potentially significant transportation and traffic impacts.

- Impacts to roadway segments in Existing Plus Project conditions
- Impacts to roadway segments in Future Year (2040) Plus Project conditions
- Impacts to reconfigured intersections in Future Year (2040) Plus Project conditions
- Impacts to CMP roadway segments.

The 2016 LTASP EIR found that traffic and transportation impacts would be significant and unavoidable, even with mitigation. Amendments to the LTASP would include an increase in building heights, reduced minimum unit sizes, and reduced private and common open space requirements, along with text clarifications such as a new subsection for implementation and financing. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding, no new impacts would occur.

The 2018 study for the Plaza Mexico Residences SEIR is a memorandum that compares the trip generation using rates from ITE 9<sup>th</sup> Edition (used in the 2017 traffic study) and the updated ITE 10<sup>th</sup> Edition. In 2017 the development was forecast to generate 295 trips during the AM peak hour, 283 trips during the PM peak hour, and 3,420 daily trips. With the 10<sup>th</sup> Edition the development trip forecast resulted in 61 fewer trips during the AM peak hour, 61 fewer trips during the PM peak hour, and 545 fewer daily trips. These reductions translate to approximately 21% fewer project trips during the AM peak hour, 22% fewer project trips during the PM peak hour, and 16% fewer daily trips. Therefore, the

2017 traffic study over estimates the traffic impact and is used as a worst-case scenario for the development.

#### **5.4.5.2 ENVIRONMENTAL IMPACTS OF THE 2018 LTASP/PLAZA MEXICO RESIDENCES SEIR**

##### **LTASP Amendment**

**Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.** The 2016 LTASP EIR found that traffic and CMP impacts would be significant and unavoidable. The 2018 LTASP/Plaza Mexico Residences SEIR did not change this finding.

The 2018 LTASP/Plaza Mexico Residences SEIR found all study area intersections were forecasted to operate at satisfactory levels of service with the exception of State Street/Beechwood Avenue in the PM peak hour. That development would not create the deficiency at this intersection, because that intersection operates at unsatisfactory LOS under existing conditions. In the Opening Year (2019) of Project build out, that SEIR indicated that without the Project all study area intersections were forecast to operate at satisfactory levels of service with the exception of State Street/Beechwood Avenue in the PM peak hour and that with the Project all study area intersections were forecast to operate at satisfactory levels of service with the exception of State Street/Beechwood Avenue in the PM peak hour and Long Beach Boulevard/Imperial Highway in the PM peak hour. In addition, all study intersections were forecast to operate at satisfactory levels of service with the exception of State Street/Beechwood Avenue and Long Beach Boulevard/Imperial Highway in the PM peak hour. The development has a direct impact at these intersections.

That SEIR also provided caveats to an existing-plus-project traffic analysis. The analysis is hypothetical and, ultimately, misleading because it incorrectly assumes that the development would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. This assumption is incorrect because the development would take about two years. An existing-plus-project analysis also presumes that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the next two years. As a result, future increases in traffic volumes attributable to other development projects that are planned in the Specific Plan area (i.e., cumulative traffic volumes) and in the surrounding area are not accounted for in an existing plus project analysis.

Conversely, this analysis can potentially overstate the project's impacts because it does not account for future roadway improvements from established programs that would increase the capacity of the roadway network. Furthermore, because the analysis does not account for future development and related changing land uses, it does not account for the corresponding change in trip distribution patterns that accompany changing land uses. For these reasons, the existing-plus-project analysis provided here for disclosure, information, and comparison purposes only.

##### **CMP IMPACTS**

The 2018 The County Congestion Management Program (CMP) is implemented by the Los Angeles County Metropolitan Transportation Authority.

The CMP requires analysis of off-site intersections potentially affected by the project, which the CMP defines as intersections at which the project is forecast to add 50 or more peak hour trips. Additionally, the CMP requires that circulation improvements at any intersection operates at unsatisfactory level of service. For intersections that meet a jurisdiction's minimum level of service standard under existing conditions, circulation improvements must maintain conformance with that standard. For intersections that fail to meet a jurisdiction's minimum level of service standard under existing conditions, circulation improvements must maintain the existing level of service.

The 2018 LTASP/Plaza Mexico Residences SEIR found that the intersection of State Street/Beechwood Avenue is projected to operate at unsatisfactory LOS in the existing, opening year (2019), and cumulative (2019) without and with project scenarios. A direct project impact occurs at the intersections of State Street/Imperial Highway and Long Beach Boulevard/Imperial Highway under existing, opening year (2019), and cumulative (2019) with project conditions. With the construction of the circulation improvements, the intersection of State Street/Beechwood Avenue will operate at satisfactory LOS.

Modification to intersection configurations are required to reduce impacts. Construction of these improvements would restore satisfactory operations. Therefore, the Project impact was considered less than significant after mitigation.

### **5.4.5.3 ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE COMPONENT OF THE PROJECT**

The following Table presents unadjusted generated trips for Veterans Village land uses.

**Table 7 – Veterans Village Unadjusted Trip Ends**

Land Use	Unit/Size	Daily Trip Ends	On-Street Peak Hour Generated Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Low-Rise) Townhomes	112	820	12	39	51	39	24	63
Multi-Family Housing (High-Rise) Affordable Apartments	120	534	8	29	37	26	17	43
Multi-Family Housing (High-Rise) Market Rate Apartments	400	534	28	96	124	88	56	144
Service Station with Convenience Market (Per Pump)	12	2,464	76	73	149	86	82	168
Commercial Shopping Center (Per 1,000 Square Feet)	25	944	15	9	24	46	50	96
<b>TOTALS</b>		<b>5,296</b>	<b>139</b>	<b>246</b>	<b>385</b>	<b>285</b>	<b>229</b>	<b>514</b>

Trips generated by the LTASP were compared to trips generated by the Veterans Village component of the Project to determine what increase in trips could be anticipated.

**Table 8– LTASP Trip Generation Rates and Unadjusted Trip Ends**

Specific Plan Land Use	ITE Code	Daily Trip Rate	On-Street Peak Hour Trip Generation Rates					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise Apartments)	221	5.44	0.09	0.27	0.36	0.27	0.17	0.44
General Light Industrial 0. FAR (Per 1,000 Square Feet)	110	4.96	0.62	0.08	0.70	0.08	0.55	0.63
<b>Generated Trip Ends</b>								
Specific Plan Land Use	Unit/Size	Daily Trip Ends	On-Street Peak Hour Generation Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise Apartments)	78	424	7	21	28	21	13	34
General Light Industrial 0.5 FAR (Per 1,000 Square Feet)	170	843	105	14	119	14	94	98
<b>TOTALS</b>		<b>1,267</b>	<b>112</b>	<b>35</b>	<b>147</b>	<b>35</b>	<b>107</b>	<b>142</b>

The following Table summarizes the difference between the two land use scenarios and the resulting net trip generation after application of transit area reduction factors. Net trip generation is the amount of additional traffic anticipated to be added to the street system over what was projected and evaluated in the LTASP.

**Table 9 – Difference Between Specific Plan and Veterans Village Trip Ends**

Development		Daily Trips	On-Street Peak Hour Generated Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Veterans Village		5,296	139	246	385	285	229	514
Specific Plan		1,267	112	35	147	35	107	142
Totals		4,029	27	211	238	250	122	372
Reduction Factors								
Transit Trips	25%	1,007	7	53	60	63	31	93
Internal Trip Credits	18%	725	5	38	43	45	22	67
Net Trip Generation		2,297	15	120	136	143	70	212

The above Table demonstrates 2.297 daily trips would be generated as a result of development and operation of Veterans Village (632 multi-family residential units; 25,000 square feet commercial uses). These trips will be spread over a 24-hour period and further spread over numerous roadways service the Project site. Therefore, a more common method of determining a project impact is based on “peak-hour trips” to identify if a project is expected to have a significant impact on intersection operations. Thereby, the net trip generation was distributed and assigned to the roadway system surrounding the Project site based on a review of traffic patterns, demographics and existing and anticipated travel patterns in the Project area.

**Anticipated Traffic Impact**

The above Table 9, present proposed trip distribution and assignment of Veterans Village net generated traffic. The largest anticipated increase in traffic (34%) would occur at the Imperial Highway/Alameda Street intersection. This would involve an estimated increase of 5 inbound and 41 outbound AM peak-hour trips and 48 inbound/24 outbound PM peak hour trips. This indicates an increase of less than one vehicle per minute, which the Traffic Impact Study prepared for the Project considers “is less than significant.”

The Traffic Impact Study indicates “the Los Angeles County Congestion Management Program (CMP) concurs with that [above] assessment.” The CMP Traffic Impact Analysis Guidelines require a traffic impact analysis to conduct level of service analysis for arterial intersections and freeway on-ramps or off-ramps where a proposed project will add 50 or more trips during either AM or PM weekday peak hours. Such an analysis is not needed for the Project because “the changes to land uses from the Specific Plan to those proposed by the Veterans Village project do not produce peak-hour trips of 50 or more to an individual intersection.”

**Mitigation Measures from the 2016 LTASP EIR**

**T-1(a) Signal Synchronization and Signal Timing**

All the traffic signals along major roadways shall be interconnected so that a coordinated signal timing plan can be implemented to minimize vehicle stopped delay and traffic congestion. Most of the major arterials in Los Angeles County are already under the County's Traffic Signal Synchronization System (TSSP) and others are in the process of implementation by the County. This strategy will greatly enhance area-wide mobility and efficiency in traffic circulation through arterial intersections when fully completed.

### **T-1(b) Automated Traffic Surveillance and Control and Adaptive Traffic Control**

Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control (ATC) systems are based on a comprehensive monitoring of traffic and circulation of area streets and intersections from a centralized location, usually a Transportation Management Center (TMC) at the City Hall, using video cameras and sensors located at various key locations. The ATSAC system allows City's traffic engineers to observe and adjust signal timing at the intersections based on real-time traffic demands at various approaches for various movements. The ATC system provides real-time advisories and guidance to motorists through various changeable message signs (CMS) located at key arterial locations upstream of congested intersections. These systems are extensively in use in the City of Los Angeles and have been considered as effective mitigation of traffic impacts, reducing intersection V/C ratio by 0.07 with ATSAC system and by 0.03 with ATC system. When used in combination, these mitigation measures can reduce V/C ratio by a total of 0.10, thereby significantly improving circulation conditions.

### **T-1(c) Carpool/Rideshare Programs**

The Los Angeles County Metropolitan Transportation Authority and other transportation agencies in the region offer rideshare services to area employers. Metro Commute Services, funded and implemented by MTA, has offered rideshare services to area employers since 2002. Metro Commute Services provides carpool/vanpool match lists, and additional survey data services to calculate employer work site average vehicle ridership for rideshare option. Employers who are committed to promoting ridesharing at their work sites and provide rideshare incentives to employees through Metro Commute Services programs are eligible to participate in Metro Rewards and the Guaranteed Ride Home Program. Metro Rewards<sup>1</sup>, initiated in 2000, provides a nominal financial reward for employees that commit to rideshare. The Guaranteed Ride Home Program, initiated in 2006, provides a taxi ride or rental car to ridesharing employees in emergency situations, such as unexpected illnesses or unscheduled overtime.

Various vanpool programs have been undertaken in recent years by several agencies. The Metro Vanpool Program, administered by MTA, is a special incentive program designed to introduce commuters to vanpooling. Eligible commuters receive a vanpool lease subsidy of up to \$400 per month, not to exceed 50 percent of the monthly lease costs for commuter vanpools of 7-15 passengers in return for reporting vanpool operating data and making the vanpool open to the public.

### **T-1(d) Incentives to Increase Transit Ridership**

Encouraging ridership on transit is an important strategy for reducing vehicular trips on circulation system. The following services are particularly useful because they increase the potential for commuters to ride transit.

- EZ Transit Pass: The EZ transit pass encourages greater transit ridership by providing the ability for transit patrons to use different transit services with only one pass. It allows riders to transfer from one transit system to another without worrying about transfer payments or fare differentials.
- Transit Access Pass (TAP): The EZ transit pass and all other paper passes have been transitioning to a universal fare system known as TAP. TAP is a plastic “smart card” that can be used month after month to pay fares. Users simply tap their cards on the bus/rail fare box and a “beep” alert verifies that the cards are valid. Like the EZ transit pass, TAP is used for transfers among different transit systems.
- Employer-based transit fare subsidies: Employers and transit agencies encourage transit use throughout the county with pre-paid fare media. Employers have a choice among several programs that are part of Metro Commute Services. Two of these programs include MTA Annual Transit Access Pass (A-TAP) and Metro Business Transit Access Pass (B-TAP). A-TAP allows employers to buy and distribute annual transit passes to employees who take transit. B-TAP allows employers to purchase annual transit passes at a discounted group rate for all worksite employees. Another program for employers is Metro Mail. Through Metro Mail employers can encourage transit use by ordering monthly passes for employees. Employers also have the option of requesting a weekly pass for newly hired employees. In addition to directly encouraging transit use, participating in any of these programs also makes employers eligible to participate in Metro Rewards and the Regional Guaranteed Ride Home.
- Commuter Benefits: Federal IRS tax code 132 (f) contains tax breaks available for subsidizing transit and vanpooling for employees. Participating employers can offer pretax dollars to employees who ride transit or join a vanpool. Once a year MTA holds a workshop with employers to encourage and help them implement this program. The Commuter Benefits program was recently expanded to include benefits for employees who bicycle to work.

### **T-1(e) Bicycle Facilities and Other Non-Motorized Transportation**

Continue to implement the City of Lynwood’s Bicycle and Pedestrian Transportation Plan, which will provide additional safe and comfortable options for cyclists by expanding the planned bicycle and pedestrian improvements throughout the City, in the form of connected network of on-street and off-street improvements. Improvement project have been specifically recommended on over 35 roadway segments, some of which are located within the LTASP. The type of improvements includes the following: bike pathways, cycle tracks and bike lanes. Specifically, within the LTASP, future development projects shall be required to construct or contribute funds toward the following major pedestrian/bicycle improvements.

Construct a Class I Bike Path along Fernwood Avenue from the western boundary of the LTASP east adjacent to the I-105 Freeway and the southern boundary of the Plaza Mexico Shopping Center, across Long Beach Boulevard and further east along Fernwood Avenue.

- Construct Class II Buffered Bike Lanes along Imperial Highway east from its intersection with Fernwood Avenue to Long Beach Boulevard and along State Street.
- Construct Class III Bike Lanes (Sharrows) along neighborhood streets within the LTASP, including but not limited to, California Avenue, Beechwood Avenue, Sanborn Avenue, and Mulford Avenue, Oakwood Avenue, and Lynwood Road.
- Construct Class IV Bike Lanes (Cycle Tracks) along Long Beach Boulevard south from its intersection with Imperial Highway to the southern boundary of the Plan Area.
- Establish enhanced sidewalks along Long Beach Boulevard with a dedicated six-foot wide amenity zone and an eight-foot wide pedestrian zone.
- Establish enhanced sidewalks along Imperial Highway, State Street, and Beechwood Avenue with a dedicated 4-foot wide amenity zone and a 6ft. wide pedestrian zone.
- Add high visibility cross-walks at Imperial Highway and State Street, Long Beach Boulevard and Imperial Highway and California Avenue and Imperial Highway.
- Add sidewalk bulb-outs and extensions, or reducing curb returns on intersection corners wherever feasible.
- To the extent feasible, reconfigure the east and westbound I-105 on and off-ramps to allow safer pedestrian crossings.

### **T-1(f) Transportation Demand Management**

The Transit Center land use designation is envisioned as a place where one can conveniently access mass transit and alternative modes of transportation in the downtown area of Lynwood. Local and regional transportation alternatives will be provided within the Metro station and immediately surrounding areas, which is conveniently located at Metro's Long Beach Boulevard Green Line stop. Although the transit "hub" is proposed at this location, the TDM programs are also planned to serve the surrounding communities and businesses throughout the LTASP and surrounding Lynwood neighborhoods. Individual developers within the LTASP will be responsible for implementation of the program prior to issuance of building permits, or upon verification by the City that sufficient transit demand exists. Transit services envisioned within the LTASP's Transit Center area include the following.

- Improved access to the existing Metro bus lines (Metro Buses Lines 25, 60, 251, 360, 622, and 751) and other transit services, such as the local trolley and Dial-a-Ride Traditional bus service to other local and regional destinations
- Expanded number Park-n-Ride spaces parking spaces within a multi-level parking structure with integrated ground-floor retail and/or other transit rider services (such as a police sub-station, coffee shop, and/or news stand);
- Creation of an on-site "Mobility Center", which will provide residents with opportunities to conveniently access car sharing (Zip Car), bicycle rental, and bicycle storage; and Van Pool Service to major employment centers such as downtown Los Angeles, Long Beach, LAX, and West Los Angeles.

Other key components that should be implemented as part of each new development in the LTASP, include the following.

- Introductory Transportation Information Packet: provided to all residents and employees, outlining TDM programs, routes, schedules, carpools/vanpools, shuttle/bus service maps, menu of incentives, etc.
- Carpool/Vanpool/Ridematching Services: This program would match residents and employees in Lynwood in carpools and vanpools to reduce drive alone trips. A Guaranteed Ride home service would provide reimbursement for immediate transportation home via Uber or Lyft or other similar mode to those in an emergency.
- Subsidized Transit Pass: Transit passes would be purchased in bulk so that bus and rail passes could be provided for residents and employees within the LTASP. These passes typically provide unlimited rides on local or regional transit for low monthly fees.
- Priced Commercial Parking: Multi-Spaced parking meters are planned along portions of Long Beach Boulevard, Imperial Highway, and within shared parking structures, with rates calibrated to ensure an 85% occupancy rate. This will provide a high level of convenience for parkers, largely eliminates circling for parking, and will help ensure turnover of the most convenient curbside parking spaces and availability for customers.
- Parking Cash-Out: Parking cash-out provides an equal transportation subsidy to employees who ride transit, carpool, vanpool, walk, or bicycle to work. Employees can be offered financial incentives such as free transit passes or a cash bonus to carpool, vanpool, bicycle, or walk, thus decreasing the demand for parking and ultimately reducing traffic congestion.

#### **5.4.6 Additional Mitigation Measures from the 2018 LTASP/Plaza SEIR**

Modifications to the original mitigation measures to reflect new mitigation required to reduce new significant impacts of the development are identified in underlined to show additions.

- T-2** Prior to the issuance of occupancy permits, the project applicant shall complete the following road improvements and obtain approval from the City of Lynwood Planning and Public Works Departments.
1. State Street/Imperial Highway – Re-stripe to add westbound right turn lane.
  2. State Street/Beechwood Avenue – Convert from two-way stop control to all-way stop control.
  3. Long Beach Boulevard/Imperial Highway – Re-stripe to add eastbound right turn lane.

#### **MITIGATION MEASURES FOR THE 2018 VETERANS VILLAGE PROJECT**

None are proposed.

#### **5.4.7 Level of Significance After Mitigation**

##### **LTASP Amendment**

The 2016 LTASP EIR found traffic levels in excess of standards and impacts would be significant and unavoidable, even with mitigation. The LTASP Amendment would not change this finding.

As discussed in Chapter 5.4, Impact 5.4-1, the existing-plus-project traffic analysis is regarded as a hypothetical scenario when used in connection with a development plan that is not an immediate-term construction project. The analysis is hypothetical and, ultimately, misleading because it incorrectly assumes that the development (or Specific Plan) would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. For these reasons, the existing-plus-project analysis provided for disclosure, information, and comparison purposes only. Therefore, this significant and unavoidable impact is not relevant.

The 2016 LTASP EIR found generation of traffic levels in excess of standards and impacts would be significant and unavoidable, even with mitigation. The LTASP Amendment would not change this finding. Development facilitated by the LTASP would increase traffic levels under Future Year (2040) Plus Project conditions. The Long Beach Boulevard/I-105 interchange allows for free right turns for on-ramp traffic, presenting a barrier to pedestrians and bicycles. The Specific Plan would move the westbound on-ramp closer to the westbound off-ramp to create one signalized intersection, and do the same for the eastbound on- and off-ramps. This would help bicycle and pedestrian access along Long Beach Boulevard at the freeway.

LTASP EIR Impact T-3: Development facilitated by the LTASP would increase traffic levels under Future Year (2040) Plus Project conditions at the reconfigured Plan Area I-105 intersections. The reconfigured I-105 intersections are projected to operate at acceptable levels of service (better than LOS D), with the exception of the Long Beach Boulevard/Park and Ride Access intersection.

The reconfigured I-105 intersections are projected to operate at acceptable levels of service (better than LOS D), with the exception of the Long Beach Boulevard/Park and Ride Access intersection where the delay for the westbound left turn would operate at LOS E. Implementation of Mitigation Measures T-1(a) through T-1(f); however, the reconfigured Long Beach Boulevard/Park and Ride Access intersection would still exceed the LOS D threshold. Impacts would be significant and unavoidable.

LTASP EIR Impact T-5: The proposed LTASP would increase traffic levels along road segments under Future Year (2040) Plus Project (2040) conditions. Based on project related vehicle trips added to the roadway network, the project is anticipated to have significant impacts on the Long Beach Boulevard roadway segment (Long Beach Boulevard north of Norton Avenue, and Long Beach Boulevard south of Josephine Street).

Future development envisioned within the Plan Area incorporates multimodal transportation and accommodates automobile, bicycle, pedestrian, and public transit modes, as well as TDM and parking management strategies. The Long Beach Boulevard roadway segments would exceed the City's LOS D threshold. Implementation of Mitigation Measures T-1(a) through T-1(f) is required; however, Long Beach Boulevard north of Norton Avenue and the Long Beach Boulevard south of Josephine Street would still exceed the current LOS D threshold. Impacts would be significant and unavoidable.

LTASP EIR Impact T-6: The proposed LTASP would increase traffic levels along road segments under Future Year (2040) Plus Project (2040) conditions. The Project trips added to the roadway network would exceed the Los Angeles County Congestion Management Plan (CMP) standards for four roadway segments in the Plan Area.

Four study roadway segments would have an increase in V/C greater than the CMP guideline threshold of 2 percent. These roadway segments include Long Beach Boulevard north of Norton Avenue, Long Beach Boulevard South of Josephine Street, Alameda Street South of Fernwood Avenue, and Imperial Highway East of California Avenue. Implementation of Mitigation Measures T-1(a) through T-1(f) is required; however, Long Beach Boulevard north of Norton Avenue and the Long Beach Boulevard south of Josephine Street would still exceed the current LOS D threshold. Impacts would be significant and unavoidable.

### **Caltrans Facilities**

State highway facilities within the study area are not within the jurisdiction of the City of Lynwood. Rather, those improvements are planned, funded, and constructed by the State of California through a legislative and political process involving the State Legislature; the California Transportation Commission (CTC); the California Business, Transportation, and Housing Agency; the California Department of Transportation (Caltrans); and OCTA. Recent funding opportunities designated by Metro's Measure M provide the vehicle for designated improvements on the freeway facilities within the study area.

While potential impacts to the freeway mainline segments and ramps have been evaluated, implementation of the transportation improvements to Caltrans facilities listed above is the primary responsibility of Caltrans. While Caltrans has recognized that private development has a role to play in funding fair share improvements to impacts on the I-105, neither Caltrans nor the State has adopted a program that can ensure that locally-contributed impact fees will be tied to improvements to freeway mainlines and only Caltrans has jurisdiction over mainline improvements. Because Caltrans has exclusive control over state highway improvements, ensuring that developer fair share contributions to mainline improvements are actually part of a program tied to implementation of mitigation is within the jurisdiction of Caltrans. However, a number of programs are in place in Los Angeles County to improve and upgrade the regional transportation system. These include the State Transportation Improvement Program (STIP), Caltrans Traffic Operations Strategies (TOPS), State Highway Operation and Protection Program (SHOPP), and Metro's Measure M program. State and federal fuel taxes generate most of the funds used to pay for these improvements. Funds expected to be available for transportation improvements are identified through a Fund Estimate prepared by Caltrans and adopted by the California Transportation Commission (CTC). These funds, along with other fund sources, are deposited in the State Highway Account to be programmed and allocated to specific project improvements in both the STIP and SHOPP by the CTC. However, if these programs are not implemented by the agencies with the responsibility to do so, the project's freeway ramp and mainline impacts would remain **significant and unavoidable**.

### **Veterans Village**

With implementation of the mitigation measures listed above, the potential impacts of the Veterans Village component of the Project associated with Transportation and Traffic would be less than significant.

## 5.14 TRIBAL CULTURAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in Tribal Cultural Resources impacts on the Project site.

### Environmental Setting

The City of Lynwood is located in the southern portion of the Los Angeles Basin at the intersection of Interstate 105 (the Century/Glen M. Anderson Freeway) and Interstate 710 (the Long Beach Freeway). The Alameda Rail Corridor traverses the western portion of the City in a north-south direction. Atlantic Avenue traverses the easterly portion of the City in a north-south direction. Long Beach Boulevard is a main roadway that also traverses the central portion of the City in a north-south direction. Alameda Avenue bisects the Project site. Imperial Highway traverses the City in a general east-west direction and borders the Project site to the north.

The Lynwood Transit Area Specific Plan project area encompasses approximately 315 acres north of Interstate 105 on either side of Long Beach Boulevard. The Specific Plan provides for development close to the Metro Green Line Station, which is located in the center median of Interstate 105 at its junction with Long Beach Boulevard. The entire Specific Plan area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses.

There are no historic resources in the LTASP area that are listed on either the National Register of Historic Places or the California Register of Historical Resources. There are four structures in the City of Lynwood that are locally important historical resources, but are not listed on the California Register.

The LTASP area is located within the United States Geological Survey South Gate 7.5-minute quadrangle. A previous search of online paleontological resources uncovered a single paleontological locality (LACM 4250) in the South Gate quadrangle containing Pleistocene camel, horse and elephant resources.

### Regulatory Background

The regulatory framework discusses the regulatory agencies/policies that affect tribal cultural resources in the City of Lynwood and the project area.

#### State

##### ***California Senate Bill 18***

California State law provides for limited protection of Native American prehistoric, archaeological, cultural, spiritual and ceremonial places, such as the following: sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological sites; and, sacred sites.

California Senate Bill (2005) placed new requirements on local governments for developments in or near a Traditional Tribal Cultural Place (TTCP). Local jurisdictions must provide opportunities for involvement of California Native American tribes in the land planning process to preserve traditional tribal cultural places. The Draft Tribal Guidelines recommends the Native American Heritage Commission provide written information within 30 days to inform the Lead Agency if a proposed project is determined to be near a TTCP and another 90 days for tribes to respond to a local government if the tribes want to consult to determine whether the project would have an adverse impact on the TTCP. If the Native American Heritage Commission, the tribe(s) and interested parties agree upon mitigation measures necessary for the proposed project, the mitigation measures would be included in the project EIR. If the City and tribe agree adequate mitigation or preservation measures cannot be implemented, neither party is obligated to take action.

SB 18 also amended California Civil Code Section 815.3 to add California Native American tribes to the list of entities that can acquire and hold conservation easements to protect their cultural places.

### ***California Assembly Bill 52***

California Governor Brown signed Assembly Bill Number 52 on September 25, 2014. California Assembly Bill 52 became effective on July 1, 2015. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

Assembly Bill 52 added tribal cultural resources to categories of cultural resources in CEQA. "Tribal resources" are defined as either (1) sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe" that are included in the State register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the State register; or, (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the State register. Under this legislation, a project that may cause a substantial adverse change in the significance of a tribal cultural resource is defined as a project that may have a significant effect on the environment. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact.

Assembly Bill 52 further requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If a tribe requests consultation within 30 days upon receipt of the

notice, the lead agency must consult with the tribe. Consultation may include discussing type of environmental review necessary, significance of tribal cultural resources, significance of project impacts on tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes mutual agreement cannot be attained.

The legislation also identifies mitigation measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include the following.

- Preservation in place
- Protecting the cultural character and integrity of the resource
- Protecting the traditional use of the resource
- Protecting the confidentiality of the resource
- Permanent conservation easements with culturally appropriate management criteria

## **Local**

### ***City of Lynwood General Plan***

The City of Lynwood General Plan contains a brief overview of Lynwood's cultural resources in the form of a short development history of the community, but does not contain policies relevant to tribal cultural resources. The Land Use Element of the General Plan does not address historic resources in the General Plan Goals or Land Use Policies. In addition, the City does not have a historic preservation ordinance and does not have formal designation criteria for evaluating historic resources at the local level of significance.

## **Thresholds of Significance**

According to Appendix G of the CEQA Guidelines –

**TCR-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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) 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

- b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## **Summary of Impacts Associated with the 2016 Approved Project**

### **The 2016 LTASP EIR AND 2018 SUPPLEMENTAL EIR**

The 2016 LTASP EIR or 2018 SEIR do not contain mention of tribal cultural resources within the LTASP area.

### **Environmental Impacts**

#### **ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT**

The LTASP Amendment component of the Project might result in impacts related to Tribal Cultural Resources, none of which are identified or discussed in the 2016 LTASP EIR.

#### **ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT**

Development of the Veterans Village component of the Project might result in new or significant impacts related to Tribal Cultural Resources that were not discussed in the 2016 LTASP EIR. On September 11, 2018, City consulting staff met with representatives of the Gabrieleno Band of Mission Indians-Kizh Nation in compliance with State law and the request of the Kizh Nation's for tribal consultation. The tribal representatives indicated the Veterans Village component of the Project was "located within and around a sacred village, a sacred water body, and a major traditional trade route" and, as a result, "there is a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes." Thereby, the tribal representatives requested the Mitigation Measure below be included in the SEIR "to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities."

### **Cumulative Impacts**

Cumulative Tribal Cultural Resources impacts are created when Project development combined with other recent and anticipated future developments contributes to overall Tribal Cultural Resources impacts, requiring additional mitigation to maintain impacts at a less than significant level. A significant cumulative impact is identified when a historical, archaeological or paleontological resource is impacted substantially or when Project development disturbs any human remains. Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way

2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
4. Plaza Mexico Residences

The development's incremental effect of Project development to Tribal Cultural Resources would be rendered less than significant with Project compliance with State and local Standard Conditions. Therefore, development impacts to Cultural Resources would not be cumulatively considerable.

### **Level of Significance Before Mitigation**

Development of the Veterans Village component of the Project might result in new or significant impacts related to Tribal Cultural Resources that were not discussed in the 2016 LTASP EIR. Mitigation measures are required.

### **Applicable Mitigation Measures from the 2016 LTASP EIR and the 2018 Supplemental EIR**

The 2016 LTASP EIR and the 2018 Supplemental EIR did not contain Mitigation Measures pertaining to impacts related to Tribal Cultural Resources.

### **Additional Mitigation Measures for the 2018 Veterans Village Project**

Project development and operation has the potential to result in new impacts to Tribal Cultural Resources. Therefore, the following Mitigation Measures are required.

**MM-TCR-1** – All agreements, mitigation and conditions of approval regarding Tribal Cultural Resources shall be handled solely with the Gabrieleno Band of Mission Indians – Kizh Nation Tribal Government and conversely all agreements, mitigation and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.

**MM-TCR-2 – Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**MM-TCR-3 – Unanticipated Discovery of Tribal Cultural and Archaeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5(f)). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources

**MM-TCR-4 – Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**MM-TRC-5 – Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98 are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission and PRC 5097.98 shall be followed.

**MM-TRC-6 – Resource Assessment and Continuation of Work Protocol –** Upon discovery, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

**MM-TCR-7 – Kizh-Gabrieleno Procedures for burials and funerary remains.** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**MM-TCR-8 – Treatment Measures.** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a draft report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**MM-TCR-9 – Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

## **Level of Significance After Mitigation**

### **LTASP Amendment**

Impacts to Tribal Cultural Resources of the LTASP component of Project development and operation will be reduced to, and maintained at, a less than significant level after certification of the Mitigation Measures specified above.

### **Veterans Village Development**

Impacts to Tribal Cultural Resources of the Veterans Village component of Project development and operation will be reduced to, and maintained at, a less than significant level after certification of the Mitigation Measures specified above.

## 5.15 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Supplemental Environmental Impact Report (Draft SEIR) evaluates the potential for implementation of the Project to result in impacts relating to Utilities and Service Systems. The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the LTASP, the Lynwood Transit Area Specific Plan Environmental Impact Report, and communications with service providers (contained in the Appendices to this SEIR).

### 5.15.1 Environmental Setting

The Lynwood Transit Area Specific Plan project area encompasses approximately 315 acres north of Interstate 105 on either side of Long Beach Boulevard. The Specific Plan provides for development close to the Metro Green Line Station, which is located in the center median of Interstate 105 at its junction with Long Beach Boulevard. The entire Specific Plan area is urbanized and includes a combination of regional and neighborhood serving commercial uses, industrial uses, medical uses, and residential (single-family and multi-family) uses. The following are notable areas of development in the 315-acre Specific Plan area:

- Plaza Mexico regional shopping center and (future) multi-family residential building
- Light and heavy industrial uses along the Alameda Street corridor
- Commercial and residential uses along the eastern and western portions of Imperial Highway
- Commercial uses along Long Beach Boulevard
- Single-family and multi-family residences along Beachwood Avenue, Sanborn Avenue, Mulford Avenue, California Avenue and other local streets
- St. Francis Medical Center and surrounding commercial and residential uses along Imperial Highway and Martin Luther King Jr. Boulevard

#### Water Supply

Water supply to the Project site derives primarily from local groundwater extracted from the Central Groundwater Basin. The City of Lynwood also imports water purchased from the Metropolitan Water District (MWD) via the Central Basin Municipal Water District (CBMWD) and recycled water provided by CBMWD. Approximately 90 percent of the water supply is provided by the City's active groundwater wells located throughout Lynwood. The City supplements its groundwater supply with imported water from its connection to CBMWD on an as needed basis. In addition to imported water and groundwater, Lynwood's water supply system includes four 8-inch emergency interconnections with the City of Compton and one 8-inch connection with the City of South Gate. In addition, Lynwood has access to imported water from the Colorado River and the Sacramento-San Joaquin River Delta in Northern California, which provide Southern California with more than 2 million acre-feet of water annually for

urban use. The Colorado River supplies 600,000-800,000 acre-feet for urban purposes in MWD's service area.

The City of Lynwood distributes its water to customers through an approximately 90-mile long network of distribution mains with pipelines ranging from 2 inches to 16 inches in diameter. The water system consists of one pressure zone that provides sufficient water pressure to customers. The City also maintains a booster pump station consisting of three pumps that can deliver up to 3,6000 gallons per minute. The City maintains of water storage reservoir with a capacity of 3 million gallons for storage and fire flow requirements.

### **Wastewater**

The Project site is located in the Los Angeles County Sanitation District Number 1. The Sanitation District owns, operates and maintains the large trunk sewers that serve the regional wastewater conveyance system in Lynwood. Wastewater is collected through a Citywide system of gravity sewers and lift stations and conveyed to the Los Angeles County Sanitation District's Joint Water Pollution Control Plant in the City of Carson [where it will be treated](#). [The Carson Plant has a capacity of 400 mgd and currently produces an average water flow of 254.7 mgd](#). Treated effluent then is discharged through an ocean outfall. The Control Plant has a design capacity of 400 million gallons per day and according to the Sanitation Districts of Los Angeles, 2016, currently processes an average daily flow of 258.4 million gallons per day. The Joint Water Pollution Control Plant is maintained and operated per guidance provided in the City of Los Angeles Regional Sewer System Management Plan, which provides direction for maintenance, repairs, rehabilitation and funding, and also supplies guidance for which hydraulic modeling to use in system design planning, capacity studies to anticipate where and how system improvements are needed, and contingency plans for emergency response. The Pollution Control Plan does not produce recycled water, but the Los Coyotes Water Reclamation Plant in Cerritos provides those recycled water services.

The City of Lynwood maintains the local system of sewer lines that collects wastewater. Local sewer mains transfer sewage to County Sanitation District trunk lines where the sewage is received at the Pollution Control Plant. The City wastewater system is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board and the United States Environmental Protection Agency.

### **Solid Waste**

The City of Lynwood contracts with Waste Resources, Inc. to provide direct collection services for solid waste, recycling and yard waste disposal services. The Los Angeles Regional Agency, an agency

approved by the California Integrated Waste Management Board, assists the City of Lynwood to achieve Assembly Bill 939 recycling goals. Recyclables are processed at both the Puente Hills Material Recovery Facility (permitted for 4 tons per day) in Whittier and the Downey Area Recycling and Transfer Facility (permitted for 5 tons per day) in Downey. Waste generated in Lynwood is taken to two landfills in Orange County - - the Frank R. Bowerman landfill (11002 Bee Canyon Road in the City of Irvine) is permitted to receive a daily maximum of 11,500 tons; and the Olinda Alpha Sanitary landfill in the City of Brea. As of 2016, the remaining capacity at the Frank R. Bowerman landfill is 205 million cubic yards (CalRecycle, 2016) and 36.5 million cubic yards at the Olinda Alpha Sanitary landfill.

### **Southern California Gas**

SoCalGas has a 4-inch diameter distribution pipeline that transverses portions of the Veterans Village component of the Project site (Parcels 61269-002-008 and 6169-002-905).

## **5.15.2 Regulatory Background**

### **Regulatory Setting – Water**

#### **State of California**

Following is a discussion of State agencies and legislation that regulate water quality. The California State Department of Public Health, State Water Resources Control Board, and the Regional Water Quality Control Board regulate quality of drinking water in Lynwood. The Urban Water Management Planning Act of 1983 requires all urban water suppliers in California to prepare and adopt an Urban Water Management Plan and update the Plans every five years. This requirement applies to all suppliers that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year. The City of Lynwood distributes water to approximately 9,000 customers. Senate Bill 610 amended the California Water Code to require detailed analysis of water supply availability for certain types of development. The primary purpose of Senate Bill 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies and ensuring that land use decisions for certain types of development projects are fully informed as to whether sufficient water supplies are available to meet project demands.

#### **Regional and Local**

The City of Lynwood operates under the Metropolitan Water District of Southern California's Regional Urban Water Management Plan (RUWMP) and the City of Lynwood Urban Water Management Plan (UWMP). All applicants/proponents for new construction and rehabilitated landscapes are required to comply with the City of Lynwood Water Efficient Landscaping Ordinance that was adopted in February, 2016. To meet Water Efficient Landscape Ordinance requirements all landscaping meeting a 2,500 square foot threshold must comply with the Ordinance by submitting a landscape documentation package that includes a grading, landscape and irrigation plan and water budget calculations not to exceed the maximum water allowance.

### ***City of Lynwood General Plan***

Applicable City of Lynwood General Plan actions pertaining to domestic water are as follows.

- Goal DW-1: Provide for the planning and funding mechanism to construct, and expand, and maintain water facilities (transmission, storage, distribution, and treatment) needed to meet current and future demand
  - Policy DW-1.1: The City shall provide an adequate supply of domestic water needed to meet current City demand and future developments
  - Policy DW-1.2: The City shall ensure that adequate funding is available to improve existing and construct new water facilities
  - Policy DW1-1.3: The City shall require that water conservation measures be implemented into all construction projects
  - Policy DW-1.4: The City shall encourage the use of reclaimed water

### ***Lynwood Transit Area Specific Plan***

- Objective 7 – Create a Sustainable Community. Ensure public health, safety, and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

### **Regulatory Setting – Wastewater**

#### **State of California**

State and federal water quality regulations provide the basis for State standards for wastewater treatment plant effluent. The Regional Water Quality Control Boards set specific requirements for community and individual wastewater treatment and disposal and reuse facilities via issuance of Waste Discharge Requirements. The California State Department of Public Health establishes specific requirements for treated effluent reuse or recycled water.

## **Regional and Local**

### ***City of Lynwood General Plan***

The following are General Plan actions that are applicable to Project development.

- Goal WCT-1: Provide for the planning and funding mechanism to construct, expand, and maintain wastewater facilities (collection and treatment) needed to meet future demand
  - Policy WCT-1.1: The City shall work to ensure that an adequate wastewater collection and treatment system is available to service current demand and future developments
  - Policy WCT-1.2: The City shall work with the County of Los Angeles to maintain and operate their wastewater facilities in a manner that does not jeopardize the public's health, safety, or welfare
  - Policy WCT-1.3; The City shall work with the County of Los Angeles to assure that they have adequate funding available to maintain/improve existing and construct new sewer facilities
  - Policy WCT-1.4: The City shall work with the County of Los Angeles to pursue opportunities for the use of reclaimed wastewater

### ***Lynwood Transit Area Specific Plan***

- Objective 7 – Create a Sustainable Community. Ensure public health, safety, and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

### **Regulatory Setting – Solid Waste**

## **State of California**

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires each city or county source reduction and recycling element to include an implementation schedule demonstrating that the city or county must divert 50 percent of solid waste from landfill disposal or transformation.

## **Regional and Local**

### ***City of Lynwood General Plan***

The following pertain to Project development.

- Goal SW-1: Provide for the efficient collection, disposal, recycling and reuse of solid waste.
  - Policy SW-1.1: The City shall work with Western Waste to ensure low-cost refuse disposal is available for residential, industrial and commercial properties

### ***Lynwood Transit Area Specific Plan***

- Objective 7 – Create a Sustainable Community. Ensure public health, safety, and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

## **5.15.3 Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment related to transportation and traffic if the project would:

- US-1** Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- US-2** Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

- US-3** Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- US-4** Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed
- US-5** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- US-6** Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs
- US-7** Comply with federal, state, and local statutes and regulations related to solid waste

#### **5.15.4 Summary of Impacts Associated with the 2016 Approved Project and the 2018 LTASP Amendment/Plaza Mexico Residences SEIR**

In summary, the 2016 LTASP EIR identified the following impacts pertaining to Utilities and Service Systems.

- LTASP development would generate an increase demand for water. The City of Lynwood would be able to supply projected water demand based on existing entitlements provided any proposed project incorporates water conservation measures. Therefore, "impacts to water supply would be significant but mitigable."
- LTASP development would generate a new source of wastewater that would flow through the existing Joint Water Pollution Control Plan system. Local conveyance infrastructure would be upgraded in accordance with an existing maintenance plan and would not need to be upgraded as a result of LTASP build out. "Impacts would be less than significant."
- LTASP development would generate an increase of up to 12.1 tons of solid waste per day. However, because the Frank R. Bowerman Landfill and the Olinda Alpha Sanitary Landfill have adequate capacity to serve the LTASP, "impacts related to solid waste facilities would be less than significant."

The 2018 LTASP Amendment/Plaza Mexico Residences SEIR did not identify any additional or increased impacts and thereby did not discuss Utilities and Service Systems.

## 5.15.5 ENVIRONMENTAL IMPACTS

### ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE LTASP AMENDMENT

The LTASP component of the Project will ~~not cause increase~~ the overall level of LTASP development ~~to be exceeded~~. Therefore, ~~the same~~ level of impacts noted above that were identified in the 2016 LTASP EIR can be anticipated with the currently proposed LTASP component of the Project.

### ENVIRONMENTAL IMPACTS OF THE VETERANS VILLAGE DEVELOPMENT

The level of development proposed by the Veterans Village component of the Project falls within the requested increase LTASP-approved parameters. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall G Unit 8 Trunk Sewer, located in State Street at Fernwood Avenue. The Districts' 22.92-inch diameter lined trunk sewer has a capacity of 6.3 million gallons per day (mgd) and conveyed a peak flow of 3.1 mdg when last measured in 2013. Addition of 632 multi-family dwelling units to the current LTASP allowance of 3,500 dwelling units will add wastewater flow. The expected increase in average wastewater flow from the project, described in the notice as 12 residential townhomes, 520 residential apartments, and 25,000 square feet of retail structures is 108,894 gallons per day, after all structures on the project site are demolished.

~~Therefore, the same level of impacts noted above that were identified in the 2016 LTASP EIR can be anticipated with the currently proposed Veterans Village component of the Project.~~

### Cumulative Impacts

Three cumulative projects in the vicinity of the site were provided by the City of Lynwood Planning Department.

1. Warehouse, southeast corner of Alameda St./Philadelphia Way
2. Northgate Market, northeast corner of Long Beach Blvd./Louise St.
3. Plaza Mexico Residences

#### **Water**

Projected water demands in the City of Lynwood service area would exceed available supply during certain drought years. However, it is anticipated additional water supplies and conservation measures will be developed that will contribute to long-term water supply reliability. In addition, LTASP water supply requirements reflect a full build out scenario while the rate of build out would extend over as many as 25 years. The Veterans Village component of the Project would be required to provide a Water Service Assessment/Agreement for City of Lynwood approval. Also, in compliance with City of Lynwood

General Plan Goals and Policies noted above, the City will work to ensure an adequate supply of domestic water is available to meet future development in the LTASP. **Mitigation Measure MM-US-1** will require a 20% reduction in water use when compared to baseline conditions. No future development would be approved until availability of sufficient water supply is confirmed and compliance with **Mitigation Measure MM-US-1** is confirmed. Therefore, LTASP and Veterans Village build out would not result in cumulatively considerable water supply impacts.

### ***Wastewater***

Build out of cumulative projects will continue to increase demand on the existing wastewater treatment and conveyance facilities. The Los Angeles County Sanitation District Joint Water Pollution Control Plant would continue to provide service to its jurisdiction, which includes the LTASP Project area. Existing capacity of the Water Pollution Control Plant is sufficient to serve planned and pending LTASP-associated development. Also, existing conveyance facilities are sufficient to accommodate LTASP-projected development. System improvements in the future would ensure sufficient conveyance and treatment capacity to meet cumulative needs. Furthermore, individual projects (such as the Veterans Village component of the Project) would be required to mitigate wastewater collection and conveyance system capacity impacts if existing facilities become insufficient. Compliance with City of Lynwood General requirements would reduce cumulative impacts to wastewater treatment and collection systems to a less than significant level and the Project's contribution to wastewater service impacts would not be cumulatively considerable. [The County of Los Angeles Sanitation District has issued an email that serves as a "Will Serve" statement for Project development \(reference SEIR Appendices\).](#)

### ***Solid Waste***

Project development and operation would add to solid waste generation. Area landfills have capacity to accommodate additional solid waste and potential impacts of Project development would be less than significant. Other areas that utilize the same landfills as the Project likely would continue to experience growth and associated increases in solid waste generation. State-mandated solid waste diversion rates for recycling would continue to minimize the quantity of waste directed to area landfills and compliance with City of Lynwood General Plan and LTASP policies would maintain or improve upon existing solid waste diversion rates. Furthermore, solid waste disposal facilities and management approach would continue to adjust as needed to provide adequate disposal capacity throughout Los Angeles County. Therefore, cumulative impacts to solid waste facilities would be less than significant and Project build out contribution to solid waste impacts would not be cumulatively considerable.

## **5.15.6 ENVIRONMENTAL IMPACTS AND MITIGATION**

### **Level of Significance Before Mitigation**

No new significant impacts related to Utilities and Service Systems have been identified for the Project, as compared to the 2016 approved LTASP Amendment. Therefore, additional mitigation measures are

not required. With mitigation, identified impacts pertaining to Utilities and Service Systems would be less than significant.

### **Applicable Mitigation Measures from the 2016 LTASP EIR**

The 2016 LTASP EIR identified the following Mitigation Measure.

**US-1** – In accordance with LEED NC 9 (Leadership in Energy and Environmental Design, New Construction Rating System) requirements, the Applicant shall employ strategies that in aggregate use 20 percent less water than the water-use baseline calculated for the building (not including irrigation), after the design meets the Energy Policy Act of 1992 requirements for fixture performance. Calculations are based on estimated occupant water use and shall include only the following fixtures (as applicable to the building): urinals, lavatory faucets, showers, and kitchen sinks.

### **Additional Mitigation Measures from the 2018 LTASP/Plaza Mexico SEIR**

None were identified.

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

The LTASP Amendment and Veterans Village Project would not result in new significant impacts or substantially increase the severity of impacts pertaining to Utilities and Service identified in the 2016 LTASP EIR. All impacts pertaining to Utilities and Service Systems would be reduced to a less than significant level.

#### **LTASP Amendment**

With implementation of the Mitigation Measure listed above, the potential impacts of the LTASP Amendment component of the Project associated with Utilities and Service Systems would be less than significant. [The County of Los Angeles Sanitation District has issued an email that serves as a “Will Serve” statement for Project development \(reference SEIR Appendices\).](#)

#### **Veterans Village Development**

With implementation of the Mitigation Measure listed above, the potential impacts of the Veterans Village component of the Project associated with Utilities and Service Systems would be less than significant. [The County of Los Angeles Sanitation District has issued an email that serves as a “Will Serve” statement for Project development \(reference SEIR Appendices\).](#)

## 6. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

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Table 1 of Chapter 1, *Executive Summary*, summarizes Project impacts, Mitigation Measures, and levels of significance before and after mitigation. The LTASP Amendment Mitigation Measures are the same as those in the LTASP EIR and 2018 LTASP/Plaza Mexico Residences SEIR, and would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after Mitigation Measures are applied. For the Veterans Village component of the Project, there would be no significant unavoidable impacts.

### 6.1 AIR QUALITY

**IMPACT: VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION**

#### ***LTASP***

##### ***Short-Term Air Quality Impacts***

Construction impacts associated with subsequent projects that require substantial demolition or site preparation, including soil export, may exceed the SCAQMD significance thresholds and have significant short-term construction impacts. Future development within the LTASP would require an evaluation of site-specific construction impacts. The Project would result in potentially significant short-term air quality impacts. Mitigation measure AQ-1 would reduce short-term construction impacts; however, impacts would remain **significant and unavoidable**.

##### ***Long-Term Air Quality Impacts***

The 2016 Certified EIR identified that long-term operational emissions would exceed the SCAQMD regional significance thresholds. While policies in the LTASP and site-specific analysis of future projects would reduce long-term air quality impacts, emissions would continue to exceed SCAQMD regional significance thresholds, as discussed below. The Project would result in significant long-term air quality impacts. No additional measures are available that would reduce long-term operational phase impacts, and impacts would be **significant and unavoidable**.

#### **Mitigation Measure**

#### ***LTASP***

##### ***Short-Term Air Quality Impacts***

**AQ-1** Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), the Project Applicant shall submit a construction-related air quality study that evaluates potential regional project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing regional air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate Mitigation Measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.

#### ***Long-Term Air Quality Impacts***

No additional measures are available that would reduce long-term operational phase impacts.

**IMPACT: RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NONATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS)**

Although the 2016 Certified EIR did not identify cumulative short-term or long-term air quality impacts. However, the 2018 Modified Project (LTASP Amendment/Plaza Mexico Residences) would exceed SCAQMD significance thresholds during the long-term operation phase and therefore would cumulatively contribute to nonattainment designations of the SoCAB. Policies identified in the LTASP would reduce regional air quality impacts. However, long-term air quality impacts remain **significant and unavoidable** due to the magnitude of land use development.

#### **Mitigation Measures**

##### ***LTASP***

Implementation of Mitigation Measure AQ-1.

**IMPACT: EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS**

##### ***LTASP***

The 2016 Certified EIR did not evaluate localized, site-specific impacts from construction activities or from on-site operational activities. The 2016 Certified EIR did not evaluate site-specific impacts associated with demolition and grading phases of the development. Future development within the LTASP would require an evaluation of site-specific construction impacts. Because of the size of development activity associated with buildout of the Specific Plan, it is not possible to determine

whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions and health risk thresholds and contribute to known health effects. Therefore, even with mitigation the project-level and cumulative impacts could remain **significant and unavoidable**.

### ***LTASP***

AQ-2 Prior to discretionary approval by the City of Lynwood for development projects within the Lynwood Transit Area Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) and are within 25 meters (82 feet) of a sensitive land use, the Project Applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Lynwood shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.

## **6.2 GREENHOUSE GAS EMISSIONS**

**IMPACT: GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.**

### ***LTASP***

Buildout of the proposed LTASP land use plan would generate additional vehicle trips, energy demand, water use/wastewater generation, solid waste disposal, and area sources of GHG emissions. Implementation of the Project would not achieve the new efficiency target for year 2030. Measures identified in the LTASP and this document would help to reduce GHG impacts. However, GHG impacts remain **significant and unavoidable**.

## **6.3 NOISE**

**IMPACT: A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT**

The 2016 LTASP EIR found ambient noise impacts would be significant and unavoidable. Existing traffic noise levels exceed 75 dBA Ldn; therefore, LTASP traffic-related noise impacts would be significant if roadway noise would increase exterior, ambient noise levels (over 0 dBA) under the FTA significance of change in noise thresholds. The increase in exterior ambient noise levels range from 0.1 to 0.2 dBA Ldn.

This increase in noise exceeds the 0 dBA threshold for noise levels over 75 dBA and would be significant. The LTASP Amendment would not change this finding; however, the Mitigation Measures identified in the 2016 Certified EIR do not reduce traffic noise impacts on the surrounding community. There are no additional Mitigation Measures that would reduce traffic noise.

Pursuant to Public Resources Code § 21166 and CEQA Guidelines § 15162, the changes proposed by the Specific Plan Amendment would not result in any new impacts, or increase the severity of impacts, with respect to roadway noise. Like the Adopted Lynwood Transit Area Specific Plan, the Lynwood Transit Area Specific Plan Amendment and Veterans Village Project generated-noise would exceed the FTA significance thresholds. Cumulative contributions to the noise environment would be significant. Compliance with the standards required in the Lynwood General Plan would reduce roadway noise impacts to the maximum extent feasible. However, roadway noise impacts would remain **significant and unavoidable**, same as the Adopted Specific Plan.

## 6.4 TRANSPORTATION AND TRAFFIC

**IMPACT: CONFLICT WITH A CONGESTION MANAGEMENT PROGRAM, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, EPDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT.**

The 2016 LTASP EIR found traffic levels in excess of standards and impacts would be significant and unavoidable, even with mitigation. The LTASP Amendment would not change this finding.

### Future Year (2040) Plus Project

Development facilitated by the LTASP would increase traffic levels under Future Year (2040) Plus Project conditions. The Long Beach Boulevard/I-105 interchange allows for free right turns for on-ramp traffic, presenting a barrier to pedestrians and bicycles. The Specific Plan would move the westbound on-ramp closer to the westbound off-ramp to create one signalized intersection, and do the same for the eastbound on- and off-ramps. This would help bicycle and pedestrian access along Long Beach Boulevard at the freeway. The reconfigured I-105 intersections are projected to operate at acceptable levels of service (better than LOS D), with the exception of the Long Beach Boulevard/Park and Ride Access intersection where the delay for the westbound left turn would operate at LOS E. Implementation of Mitigation Measures T-1(a) through T-1(f); however, the reconfigured Long Beach Boulevard/Park and Ride Access intersection would still exceed the LOS D threshold. Impacts would be **significant and unavoidable**.

Based on project related vehicle trips added to the roadway network, the Veterans Village Project is not anticipated to have significant impacts on the Long Beach Boulevard roadway segments that would exceed the City's LOS D threshold. Implementation of Mitigation Measures T-1(a) through T-1(f) is required by the LTASP EIR; however, Long Beach Boulevard north of Norton Avenue and the Long Beach

Boulevard south of Josephine Street would still exceed the current LOS D threshold. Impacts would be **significant and unavoidable**.

### **Caltrans Facilities**

State highway facilities within the study area are not within the jurisdiction of the City of Lynwood. Rather, those improvements are planned, funded, and constructed by the State of California through a legislative and political process involving the State Legislature; the California Transportation Commission (CTC); the California Business, Transportation, and Housing Agency; the California Department of Transportation (Caltrans); and OCTA. Recent funding opportunities designated by Metro's Measure M provide the vehicle for designated improvements on the freeway facilities within the study area.

Implementation of the transportation improvements to Caltrans facilities listed above is the primary responsibility of Caltrans. While Caltrans has recognized that private development has a role to play in funding fair share improvements to impacts on the I-105, neither Caltrans nor the State has adopted a program that can ensure that locally-contributed impact fees will be tied to improvements to freeway mainlines and only Caltrans has jurisdiction over mainline improvements. Because Caltrans has exclusive control over state highway improvements, ensuring that developer fair share contributions to mainline improvements are actually part of a program tied to implementation of mitigation is within the jurisdiction of Caltrans. However, a number of programs are in place in Los Angeles County to improve and upgrade the regional transportation system. These include the State Transportation Improvement Program (STIP), Caltrans Traffic Operations Strategies (TOPS), State Highway Operation and Protection Program (SHOPP), and Metro's Measure M program. State and federal fuel taxes generate most of the funds used to pay for these improvements. Funds expected to be available for transportation improvements are identified through a Fund Estimate prepared by Caltrans and adopted by the California Transportation Commission (CTC). These funds, along with other fund sources, are deposited in the State Highway Account to be programmed and allocated to specific project improvements in both the STIP and SHOPP by the CTC. However, if these programs are not implemented by the agencies with the responsibility to do so, the project's freeway ramp and mainline impacts would remain **significant and unavoidable**.

## **6.5 RECREATION**

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**Impact 5.12-1: Increase 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 RE-1]**

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### *LTASP and VETERANS VILLAGE*

The existing LTASP contemplates multi-family residential development within portions of the 11.664-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and

112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.

Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.

The originally approved (2016) number of dwelling units within the LTASP area was 3,500. The Project now proposes to add 632 multi-family residential units to that total. The increase in population noted above would yield a requirement for an additional 8.57 acres of park land within the City. The growth in population would create more demand for parks and recreation facilities and cause additional use of parks in the City, which would accelerate physical deterioration of existing parks. Although park fees will be required of the developer of the Veterans Village component of the Project, the actual park land will not be provided as part of Project development. Therefore, the resultant impact to recreation facilities is not only Potentially Significant but also is Significant and Unavoidable.

To assist with ameliorating existing and future impacts to recreational facilities, the City has established a public facilities development impact fee (Municipal Code Section 11-19) that is imposed on all new development or development projects for which a development permit is issued. The City Manager or City Manager's duly authorized designee and can be utilized to offset impacts to recreational facilities. Following payment of in-lieu fees and/or dedication of additional parkland facilities, as noted in Mitigation Measures MM-REC-1 and MM-REC-2 below as part of Project development, the need for new facilities would be reduced but the resultant impact to recreation facilities would remain significant and unavoidable. However, Recreation impacts remain **significant and unavoidable**.

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## 7. IMPACTS FOUND NOT TO BE SIGNIFICANT

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California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

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. This chapter includes an environmental analysis and finding of no impact or less than significant impact for the topics precluded from detailed discussion in Chapter 5, *Environmental Analysis*, of this Draft SEIR.

This SEIR has been prepared as a supplement to the 2016 Certified EIR consistent with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. Pursuant to those sections, the 2018 LTASP Amendment/Veterans Village Project, as compared to the 2016 Approved Project, would not result in any new significant impacts or an increase in the severity of significant impacts previously identified for the 2016 Project or the 2018 LTASP Amendment/Plaza Mexico Residences Modified Project for the impacts listed below in Table 8.

### **LTASP Amendment**

The LTASP Amendment would include a change in land use designations from Industrial, Commercial and Open Space to West Town Center District, which would allow residential and commercial uses.

### **Veterans Village Residential/Commercial Development**

The project applicant (City of Lynwood) is proposing to amend the Lynwood Transit Area Specific Plan to consistently zone all parcels within the project area from Industrial, Open Space, and Residential to West Town Center Neighborhood to create a zone that allows for various uses with the purpose of adding housing units and commercial/retail services to serve the community. The subject site is divided between two clusters of parcels. The Alameda Triangle portion is located easterly adjacent to Alameda Street between Fernwood Avenue and Imperial Highway. The smaller portion is located across the Triangle, south of and adjacent to the intersection of Fernwood Avenue and Imperial Highway. Total subject site is comprised of 12 parcels totaling approximately 13.8 acres.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

Environmental Topic	Determination (LTASP Amendment/Veterans Village	Discussion
<b>1. AESTHETICS. Would the project:</b>		
a) Have a substantial adverse effect on a scenic vista?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	Vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, the ocean, or other water bodies. <sup>4</sup> The City is relatively flat and the development site is approximately 92 feet above mean sea level. The City's General Plan does not designate any scenic vistas or protected viewsheds within the City. <sup>5</sup> 1. LTASP Amendment No Impact/No Changes or New Information Requiring Preparation of an EIR. The LTASP Amendment would change land use designations in the Town Center District from Industrial, Commercial and Open Space to Town Center District, which would allow commercial and residential uses. currently permits buildings between two and five stories. Buildings up to five stories would be permitted. Because there are no scenic vistas, building height would not affect scenic vistas. Changes to the LTASP would not result in new significant impacts related to scenic vistas. 2. Veterans Village Component No Impact. The development site is a flat, gravel-covered lot that is partially vacant and that has industrial uses surrounded by residential and roadway uses. Although the project would include a new five-story building, there are no protected or designated scenic vistas or views in the project vicinity. Project development would not obstruct any views of scenic vistas. Therefore, no impact would occur.

<sup>4</sup> City of Los Angeles, LA CEQA Thresholds Guide, Chapter A, 2006.  
<http://www.environmentla.org/programs/Thresholds/Complete%20Threshold%20Guide%202006.pdf>

<sup>5</sup> City of Lynwood General Plan. Adopted August 2003.  
[http://lynwood.ca.us/development\\_compliance\\_enforcement\\_services/building\\_safety\\_planning/](http://lynwood.ca.us/development_compliance_enforcement_services/building_safety_planning/)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment The 2016 LTASP EIR found that no impact would occur to scenic resources. Because the existing conditions have not changed, the LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The nearest state scenic highway is a section of the Angeles Crest Scenic Byway, from La Cañada-Flintridge north to the San Bernardino County line. This section of the byway is about 30 miles to the northeast of the site.<sup>6</sup> The site is between 286 feet on the west and 515 feet on the east away from Interstate 105 (I-105 or Glen Anderson Freeway), and adjacent to State Route 90 (SR-90 or Imperial Highway); neither is designated a state scenic highway.<sup>7</sup> There are no natural rock outcroppings or historic buildings on the vacant site. Project development would not damage scenic resources within a state scenic highway; no impacts would occur.</p>
<p>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR stated that the proposed land use designations and the corresponding development standards and design guidelines in the Specific Plan would improve the visual quality of the environment, and the proposed design review criteria for new developments would ensure their visual compatibility with existing uses in the Plan Area. It also concluded that Specific Plan development would not have a significant adverse impact related to visual character. Compared to the LTASP, the LTASP Amendment would change land uses and develop corresponding development standards and adhere to current LTASP design guidelines. Therefore, compared to the adopted LTASP, the LTASP Amendment would not change the finding. 2. Veterans Village Component No Impact. Construction Impacts Project implementation would result in site preparation and construction activities that could have short-term effects, which would temporarily change the visual character of the project site and its surroundings. Construction activities associated with the Project would involve site clearing and grading activities. For example, the effects of grading activities include exposing a portion of the site to landform alteration associated with the use of heavy construction equipment and related activities. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a generally “disturbed site,” which may be perceived by some as a potential visual impact. However, it is important to note that the potential effects resulting from the various construction activities would be typical of similar development sites in the City that undergo development and redevelopment. Additionally, while these activities may be unsightly during the site preparation and construction phases, they are not considered significant because they are temporary in nature and would cease with completion of the proposed construction activities. Once completed, the visual character of the Project site would be improved. No impact would result. Operation Impacts Implementation of the Project would change the visual character of the project site and its surroundings by introducing new development on a vacant site. However,</p>

<sup>6</sup> California Department of Transportation (Caltrans). 2011, September 7. California Scenic Highway Mapping System. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)

<sup>7</sup> California Scenic Highway Mapping System. 2011. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>these changes would not result in a degradation of the existing visual character or quality of the site and its surroundings. The development would comply with the LTASP and would be subject to design review for architectural and landscaping, streetscape enhancement, public art, lighting and signage. To ensure design measures are implemented, the City would make all of the following findings:</p> <ul style="list-style-type: none"> <li>a. The proposed project would be harmonious and compatible with existing development and with the overall character of the neighborhood.</li> <li>b. The location, size, design, and operating characteristics of the proposed project would promote the orderly growth of the City and would not be detrimental to the public interest, health, safety, convenience, or welfare of neighboring properties or to that of the overall community.</li> <li>c. Site and architectural design and functional plan of the structure(s) and related improvements, including landscaping, would be of reasonable aesthetic quality and implement the objectives of the LTASP.</li> <li>d. Structure(s) and related improvements, including access and parking, would be suitable for the proposed use of the property, consistent with the intent of the applicable zone, promote orderly development in the vicinity of the subject site, and provide adequate consideration of the existing and contemplated uses of land.</li> <li>e. The design and layout of the proposed project would be consistent with the General Plan, the Specific Plan land use designations, and the Specific Plan development standards.</li> </ul> <p>The City's development review process would ensure that the site development is consistent with the applicable design guidelines and development standards.<sup>8</sup> Although, the site development would significantly change the character of the vacant site, it would not substantially degrade the visual character of the West Town Center District but is envisioned to enhance and improve the visual character of the area. Therefore, no impact would result.</p>
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<ul style="list-style-type: none"> <li>1. Less Than Significant Impact</li> <li>2. Less Than Significant Impact with Mitigation</li> </ul>	<ul style="list-style-type: none"> <li>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that the proposed project would result in new sources of light and glare in and around the project area. However, these new sources would not substantially increase the amount of light and glare in the already urbanized Plan Area and would be regulated by the Specific Plan development standards, design guidelines, and the City's Municipal Code. Impacts would be less than significant. The LTASP Amendment would not increase light and glare impacts compared to the LTASP.</li> <li>2. Veterans Village Component Less Than Significant Impact with Mitigation. The site vicinity has an urban character and high levels of nighttime light from street lights, parking lot and building lighting, and vehicle headlights. However, the site is partially vacant and has some Industrial use and currently does not produce nighttime lighting. Although glare is primarily a daytime phenomenon caused by sunlight reflecting from structures, roadways, and vehicles, glare also can be created at night by vehicle headlights in areas that are void of light. Similar to other development planned for the Specific Plan Area, the site development would increase the overall intensity of buildings and introduce new sources of light from residences and businesses, outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. The California Building Standards Code, Title 24 of the California Code of</li> </ul>

<sup>8</sup> Rincon Consultants Inc. 2016. January. City of Lynwood Transit Area Specific Plan Environmental Impact Report. (State Clearinghouse No. 2015121020). Certified September 6, 2016.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>Regulations, consists of 13 parts. Part 6, "Energy Efficiency Standard," outlines requirements for lighting, such as Section 110.9, "Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires."</p> <p>The Green Building Standards Code (CALGreen)<sup>9</sup> is Part 11 of Title 24. In compliance with CALGreen, the development is required to prevent light generated on-site from leaving the site by using reflectors, shields, screen walls, or other methods. To comply with the code requirements, the manufacturer's photometric data is required so that designers can evaluate and compare the distribution of light from each fixture. As part of the plan review process, building officials and plan checkers would ensure that the proposed new project site lighting conforms to the code standards. Additionally, the Lynwood Municipal Code, Chapter 25, Article 70, has regulations for outdoor signage. Furthermore, building materials and design elements would not consist of highly reflective materials (windows would be anti-glare) and would therefore not create substantial day or nighttime glare. Daytime glare impacts from project-related architectural treatments and building materials would not be significant.</p> <p>Development of the site would significantly increase the amount of light on the vacant site, because the development would comply with existing building code and municipal code regulations, it would not significantly affect day or nighttime views in the area with implementation of the noted Mitigation Measures. Impacts thereby would be reduced to a less than significant level.</p>
<p><b>2. AGRICULTURE AND FORESTRY RESOURCES. Would the project:</b></p>		
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The City of Lynwood is not mapped on the California Important Farmland Finder maintained by the Division of Land Resource Protection.<sup>10</sup> The LTASP designates eight land use districts: Town Center District, Corridor Mixed Use-1, Corridor Mixed Use-2, Industrial, St. Francis Medical, Transit Station, Residential, Open Space; no districts are designated for agriculture or forestry uses. The specific plan area is fully developed, and no portion of the area is mapped as important farmland, agriculture, or forestry land.<sup>11,12</sup> The area is completely developed with a mix of transportation, residential, commercial, industrial, and vacant land uses. No portion of the LTASP has agricultural resources or farmland. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near to the area. Specific Plan implementation would not impact mapped important farmland and would not result in the conversion of farmland. Therefore, the amendment to the specific plan would not impact farmland.</p> <p>2. Veterans Village Component No Impact. As with the other parcels in the LTASP, the development site does not contain agricultural resources or farmland. Therefore, no impact would occur.</p>

<sup>9</sup> California Department of General Services, Building Standards Commission. California Building Standards Code (California Code of Regulations, Title 24). <http://www.bsc.ca.gov/codes.aspx>

<sup>10</sup> Division of Land Resource Protection (DLRP). 2018, April 12. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

<sup>11</sup> Division of Land Resource Protection (DLRP). California Important Farmland Finder. <http://maps.conservation.ca.gov/ciff/ciff.html>.

<sup>12</sup> Most of urbanized Los Angeles County, including the City of Lynwood is not mapped on the California Important Farmland Finder due to a lack of farmland.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<p>1. No Impact 2. No Impact</p>	<p>Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value.</p> <p>1. LTASP Amendment No Impact. The area is zoned SPA (Specific Plan Area), and there is no agricultural zoning on or adjacent to the area. No Williamson Act contract is in effect on any parcel within the LTASP area.<sup>13</sup> No impact would occur.</p> <p>2. Veterans Village Component No Impact. The development site is zoned Residential, Industrial or Open Space in the LTASP and is planned for a unison zone of West Town Center to allow residential and commercial uses. There is no agricultural zoning onsite. No Williamson Act contract is in effect on the site. Project development would not impact zoning for agricultural use or a Williamson Act contract. No impact would occur.</p>
<p>c) 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)) ?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The LTASP area is zoned SPA (Specific Plan Area). There is no zoning for forest, timberland, or timberland production use. Neither the LTASP nor the LTASP Amendment would impact such resources.</p> <p>2. Veterans Village Component No Impact. There is no zoning onsite for forest, timberland, and timberland production use. No impact would result from the Plaza Mexico Residences Development.</p>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The City of Lynwood does not have any forest land. No impact would occur.</p> <p>2. Veterans Village Component No Impact. The project site includes vacant lots with no trees and industrial developed lots. Project development would not cause conversion of forest land to non-forest use. No impact would occur.</p>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. Revisions to the LTASP would not change the findings of the EIR. Neither the Specific Plan development nor the LTASP Amendments would result in the conversion of farmland or forest land. No impact would occur.</p> <p>2. Veterans Village Component No Impact. Site development would not convert farmland or forest land. No impact would occur.</p>

<sup>13</sup> Division of Land Resource Protection (DLRP). 2016. State of California Williamson Act Contract Land. [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2016%20Statewide%20Map/WA\\_2016\\_11X17.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2016%20Statewide%20Map/WA_2016_11X17.pdf)

**Table 8**      **Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

Farmland, to non-agricultural use or conversion of forest land to non-forest use??		
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**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<b>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b>		
e) Create objectionable odor affecting a substantial number of people?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that odor impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The development would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states: ‘A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.’ The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Operation of the new mixed use building would not include these or comparable uses and therefore would not create an odor nuisance. Construction would include emissions from diesel construction equipment and VOCs from architectural coatings and paving activities, which may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, odor impacts would be less than significant.
<b>4. BIOLOGICAL RESOURCES. Would the project:</b>		
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California	1. No Impact 2. No Impact	The City of Lynwood has 60 acres designated as Open Space. <sup>14</sup> The Specific Plan area is fully developed, with most of the area consisting of buildings, hardscape, and roads. Vegetation is limited to ornamental trees, shrubs, and turf on developed land. There are no open space designations and no native habitat, wetland, or water bodies. The entire specific plan area is mapped as Urban on the California Wildlife Habitats Relationships map, and no natural vegetation is mapped onsite. <sup>15</sup> 1. LTASP Amendment No Impact. There is no native habitat and no suitable habitat for threatened, endangered, or rare species in the specific plan area. Implementation of the Specific Plan and the Amendment would not result in impacts to any special status species or their habitats. No impact would occur. 2. Veterans Village Component No Impact. There is no native habitat and no suitable habitat for threatened, endangered, or rare species onsite. No impact would occur.

<sup>14</sup> City of Lynwood General Plan. Adopted August 2003.  
[http://lynwood.ca.us/development\\_compliance\\_enforcement\\_services/building\\_safety\\_planning/](http://lynwood.ca.us/development_compliance_enforcement_services/building_safety_planning/)

<sup>15</sup> University of California Santa Barbara Department of Geography. 2014, November 4. California wildlife habitat relationships (WHR). <https://databasin.org/datasets/b44e9a19ee954c00b5830836e6b8264c>.

**Table 8**      **Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

Department of Fish and Game or U.S. Fish and Wildlife Service?		
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**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>1. No Impact 2. No Impact</p>	<p>Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies; that are known to provide natural habitat for sensitive animal or plant species; or are known to be important wildlife corridors.</p> <p>1. LTASP Amendment No Impact. There are no streams or riparian habitat<sup>16</sup> and no locally designated natural communities within the Plan Area. The Compton Creek is to the south and the Los Angeles River is to the east of the Plan Area. In this area, both of these waterways are engineered concrete channels and therefore do not support riparian habitat. The Plan Area is not within an adopted habitat conservation plan, natural community conservation plan, or similar plan. The area is not within or proximate to any significant ecological area, land trust, or conservation plan.<sup>17</sup> No impact would occur.</p> <p>2. Veterans Village Component No Impact. The development site is within the LTASP area and does not have riparian habitat or other sensitive natural community. No impact would occur.</p>
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>1. No Impact 2. No Impact</p>	<p>Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs.</p> <p>1. LTASP Amendment No Impact. There are no protected wetlands in the subject site area. No wetlands regulated by the US Army Corps of Engineers, California Department of Fish and Wildlife, or Santa Ana Regional Water Quality Control Board were identified on the project site.<sup>18</sup> The development under the LTASP would not have the potential to impact any on- or off-site protected wetland areas.</p> <p>2. Veterans Village Component No Impact. There are no wetlands on or near the development site; no impact would occur.</p>
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. Existing vegetation currently consists of overgrown brush and dirt and previously graded soil on vacant land. The area does not support natural native habitat, wildlife movement, or a wildlife corridor. Implementation of the Specific Plan and the Specific Plan Amendment would not interfere with wildlife movement and would not result in the removal of a substantial number of trees or shrubs that could be used by nesting migratory birds protected under federal and state laws (federal Migratory Bird Treaty Act of 1918 [50 C.F.R. Section 10.13] and California Fish and Game Code, Sections 3503, 3503.5, and 3513). No impact would occur.</p>

<sup>16</sup> US Fish and Wildlife Service (USFWS). 2015, November 16. National Wetlands Mapper. <http://www.fws.gov/wetlands/data/mapper.HTML>

<sup>17</sup> Los Angeles County Department of Regional Planning, Significant Ecological Area Update Study 2000. Figure 1 Significant Ecological Areas Update Study 200 Existing Boundaries. <http://planning.lacounty.gov/sea/faqs>.

<sup>18</sup> US Fish and Wildlife Service (USFWS). 2015, November 16. National Wetlands Mapper. <http://www.fws.gov/wetlands/data/mapper.HTML>.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

migratory wildlife corridors, or impede the use of native wildlife nursery sites?		2. Veterans Village Component No Impact. The site is in an urbanized area of the City and is surrounded by residential and roadway uses. The project site and its surroundings are built out and do not provide habitat for the movement of any native resident or migratory fish or wildlife species. The project site does not function as a wildlife corridor. Therefore, no impact would occur.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1. No Impact 2. No Impact	1. LTASP Amendment No Impact. There are no local policies protecting biological resources in the City of Lynwood. <sup>19</sup> There are no protected biological resources in the city. No impacts would occur. 2. Veterans Village Component No Impact. The site has no biological resources. Site development would not conflict with any local polices or ordinances protecting biological resources
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1. No Impact 2. No Impact	1. LTASP Amendment No Impact. The specific plan area is not in or next to a designated habitat conservation plan. <sup>20</sup> No natural community conservation plans are mapped on or next to the Plan Area. <sup>21,22</sup> Additionally, the City of Lynwood does not have an approved local habitat conservation plan. <sup>23</sup> No impact would occur. 2. Veterans Village Component No Impact. The site is not located within adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved plan, and no impact would occur.
<b>5. CULTURAL RESOURCES.</b> Would the project:		
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	1 Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than	Historical resources include objects, buildings, structures, sites, areas, places, records, or manuscripts which are historically or archaeologically significant. Buildings and structures 45 years old or older are typically evaluated for historical significance by cultural resources investigations. CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria: - Is associated with events that have made a significant contribution to the broad

<sup>19</sup> City of Lynwood General Plan. Adopted August 2003.

[http://lynwood.ca.us/development\\_compliance\\_enforcement\\_services/building\\_safety\\_planning/](http://lynwood.ca.us/development_compliance_enforcement_services/building_safety_planning/)

<sup>20</sup> US Fish and Wildlife Service (USFWS). 2016. Habitat Conservation Plans. Region 8: Regional Report. <http://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>.

<sup>21</sup> California Department of Fish and Wildlife. 2017, October. California Regional Conservation Plans. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>

<sup>22</sup> Conservation Biology Institute. 2018. Habitat Conservation Plans in Pacific Southwest Region of US Fish and Wildlife Service. <https://databasin.org/maps/bcd7a710e93743a48b4b29231dfdc158/active>

<sup>23</sup> City of Lynwood General Plan. Adopted August 2003.

[http://lynwood.ca.us/development\\_compliance\\_enforcement\\_services/building\\_safety\\_planning/](http://lynwood.ca.us/development_compliance_enforcement_services/building_safety_planning/)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

	Significant Impact	<p>patterns of California’s history and cultural heritage;</p> <ul style="list-style-type: none"> <li>- Is associated with the lives of persons important in our past;</li> <li>- 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;</li> <li>- Has yielded, or may be likely to yield, information important in prehistory or history.</li> </ul> <p>1. LTASP Amendment No Impact. The Plan Area includes industrial uses. There are no sites in the City of Lynwood that are designated as a California State historical landmark or listed in the California Register of Historical Resources.<sup>24</sup> Changes to the LTASP would not result in a new impact to historical resources.</p> <p>2. Veterans Village Component Less Than Significant Impact. The development site is a flat partially vacant and that has industrial uses surrounded by residential and roadway uses. The closest national structure listed in the National Register of Historic Places is the Lynwood Pacific Electric Railway Depot. The Lynwood Pacific Electric Railway Depot was moved to Lynwood Park 0.8 miles east of the project. Site development would not substantially diminish the significance of a historical resource, and impacts would be less than significant.</p>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact.	<p>Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources.</p> <p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that archaeological resource impacts would be less than significant. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. As stated in the 2016 LTASP EIR, “projects that include excavation below levels of past disturbance for such things as deep foundations, subterranean parking, or other uses, or that require soil remediation would be required to undergo project-specific review by the City that would include CEQA review ...” Because of the extensive earthwork activities, archaeological resources are not anticipated, and impacts would be less than significant.</p>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact	<p>A paleontological resource is a natural resource characterized as faunal or floral fossilized remains, but may also include specimens of non-fossil material dating to any period preceding human occupation.</p> <p>Los Angeles County is rich in paleontological sites. Fossils have been found mostly in sedimentary rock that has been uplifted, eroded, or otherwise exposed. Pleistocene epoch and older alluvium in Los Angeles County has yielded locally abundant and scientifically significant fossils and has moderate to high paleontological sensitivity.</p> <p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The subject site is located within the historical flood plain of the Los Angeles River. The area is underlain by silty and sandy Young Alluvial Fan Deposits. The young alluvium was deposited by the ancestral Los Angeles River and consists of unconsolidated layers and lenses of sand, silty sand, silts, and clay. Paleontological</p>

<sup>24</sup> California Office of Historic Preservation. 2018. California Historical Resources. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>resources are typically not found in younger alluvial soils. The Plan Area is not identified as having a high paleontological sensitivity.<sup>25</sup> Impacts to paleontological resources would be less than significant, the same as with the 2016 LTASP EIR.</p> <p>2. Veterans Village Component</p> <p>Less Than Significant Impact. There are known archaeological resources in the LTASP area. The Project site has some industrial uses and is partially vacant, but previously disturbed. Archaeological resources that may have existed at or near the surface have likely been disturbed by any past activities. As a result, uppermost soil sediments are not likely to contain archaeological resources. However, given the well-documented occupation of the Project area by indigenous tribes and others both prehistorically and historically, there is a reasonable potential for Project development to occur on sites with previously unknown archaeological resources. Project development will occur pursuant to adopted County of Los Angeles and City of Lynwood policies, ordinances, procedures and Standard Conditions. The resultant impact would be less than significant.</p>
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<sup>25</sup> City of Los Angeles Citywide General Plan Framework Draft Environmental Impact Report. Certified August 8, 2001. Appendix C - Vertebrate Paleontological Resources.  
[http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.15.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.15.pdf)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>d) Disturb any human remains, including those interred outside of formal cemeteries?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. <b>Less Than Significant Impact.</b></p>	<p>1. LTASP Amendment No Impact. The 2016 LTASP EIR found that discovery of human remains would be less than significant. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. Project development is not expected to disturb any human remains. Notwithstanding this, should any human remains be discovered on the site during grading or construction activities, the Project Applicant will be required to comply with provisions set forth in CEQA Guidelines Section 15064.5 pertaining to human remains sites and will be required to comply with City of Lynwood Standard Conditions pertaining to discovery of human remains. Also, compliance with Government Code Sections 27460 and California Health and Safety Code Section 7050.5 regarding human remains is required. Impacts would be less than significant.</p>
<p><b>6. GEOLOGY AND SOILS. Would the project:</b></p>		
<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>		
<p>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.</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact</p>	<p>Earthquake Fault Zones (known as Special Studies Zones prior to 1994) have been established in accordance with the Alquist-Priolo Special Studies Zones Act enacted in 1972. The Act directs the State Geologist to delineate the regulatory zones that encompass surface traces of active faults that have a potential for future surface fault rupture. The purpose of the Alquist-Priolo Act is to regulate development of habitable buildings near active faults in order to mitigate the hazard of surface fault rupture. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. 1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from rupture of a known earthquake fault would be less than significant. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding. 2. Veterans Village Component Less than Significant Impact. The site is not located within a designated Earthquake Fault Zone for fault surface rupture hazard. Based on a review of State of California Earthquake Fault Zone maps, the closest zoned faults for surface rupture are within the Newport-Inglewood Zone Fault located approximately 3.2 miles southwest of the site. The site is not within or near an Alquist-Priolo Earthquake Fault Zone. Fault rupture impacts would be less than significant.</p>
<p>ii) Strong seismic ground shaking?</p>	<p>1. Less Than Significant Impact/No Changes or New Information</p>	<p>Southern California is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. There are several known faults in the Los Angeles region. As with other areas in</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

	<p>Requiring Preparation of an EIR 2. Less than Significant Impact</p>	<p>southern California, it is anticipated that the project site will likely be subject to strong ground shaking due to earthquakes on nearby faults.</p> <p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from ground shaking would be less than significant. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. Active faults within approximately 11 miles of the site include the Newport-Inglewood fault zone at 3.2 miles southeast; the Whittier Fault at approximately 10.5 miles northeast; and the Palos Verdes fault at approximately 11.4 miles south southwest. The San Andreas Fault is located about 41 miles northeast of the site. An inferred trace of the potentially active Charnock fault, which trends sub-parallel to the northwest-trending Newport-Inglewood fault zone, is mapped 9.1 miles to the west of the site. The Charnock fault has no record of historic earthquakes but shows evidence of displacement during late Quaternary time. Active faults are considered capable of producing earthquakes that would cause strong shaking at the project site, thereby exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. However, the project site is not at a greater risk of seismic activity or impacts than other sites in southern California.</p> <p>The state regulates development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The proposed new school buildings would be designed in accordance with the CBC and the California Geological Survey’s “Guidelines for Evaluating and Mitigating Seismic Hazards in California.”<sup>26</sup> The CBC (California Code of Regulations, Title 24, Part 2) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC regulations are based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. Project development would comply with CBC, which would be verified by the City’s Building, Safety, and Planning Department during the building plan check and development review process. Impacts resulting from strong seismic ground shaking would be less than significant.</p>
<p>iii) Seismic-related ground failure, including liquefaction?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact</p>	<p>Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based on three factors: 1) cohesionless, granular soils having relatively low densities; 2) shallow groundwater (generally less than 50 feet); and 3) moderate to strong ground shaking.</p> <p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from ground failure would be less than significant. Because the existing conditions have not changed, and the overall size and location of the LTASP has not changed, the LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component</p>

<sup>26</sup> California Geological Survey “Guidelines for Evaluating and Mitigating Seismic Hazards in California,” published in 1997 by the California Department of Mines and Geology as Special Publication 117 (SP117), and revised and readopted September 11, 2008, and published by the California Department of Conservation, California Geological Survey (formerly known as DMG).

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		<p>Less Than Significant Impact. Maps of seismic hazard zones are issued by the California Geological Survey (formerly California Department of Conservation, Division of Mines and Geology) in accordance with the Seismic Hazards Mapping Act, enacted in April 1997. The intent of the Seismic Hazards Mapping Act is to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties in developing compliance requirements to protect the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.</p> <p>The development site is located within an area identified by the State of California as subject to the hazard of liquefaction. Because the site is located in a mapped area where the potential for liquefaction exists, and due to the increase in the code-prescribed seismic demand since the Seismic Hazard Map was generated, a field investigation and analyses were performed to evaluate the site liquefaction potential per the CBC. The State Seismic Hazards Mapping Act requires preparation of a geotechnical report prior to the approval of most of the new development projects where such conditions are present.</p> <p>The Preliminary Geotechnical Investigation prepared for the Project states “according to the State of California Seismic Hazard Zones Map . . . the site is located within an area identified as having a potential for liquefaction.” In addition, the Preliminary Geotechnical Investigation indicates “development of the site is considered feasible providing the following conclusions are considered into the design and construction of the proposed project [and] as monitored. . . .”</p> <p>CBC, Part 2, Volume 2, Appendix J (Grading), requires preparation of a geotechnical investigation report before the City issues a grading permit.<sup>27</sup></p> <p>The draft building and site design and development would incorporate all recommended measures outlined in the draft engineering-level geotechnical report to ensure that safety is not compromised as required by CBC regulations. Compliance with recommendations of the geotechnical investigation would minimize hazards from liquefaction. Impacts would be less than significant.</p>
iv) Landslides?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less than Significant Impact</p>	<p>Landslides are the downslope movement of geologic materials. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills.</p> <p>LTASP Amendment</p> <p>No Impact. The 2016 LTASP EIR found that no impacts from landslides would occur. Because the existing conditions have not changed, the LTASP Amendment would not change this finding.</p> <p>Veterans Village Component</p> <p>Less Than Significant Impact. Landslides are not expected to occur at the project site, since the site is relatively flat and not within a landslide hazard area identified by the California Geologic Survey.<sup>28</sup> No evidence of landsliding was observed on or in the immediate vicinity of the site. No impact would occur</p>

<sup>27</sup> California Building Code (CBC), Part 2, Volume 2 Appendix J. <https://codes.iccsafe.org/public/chapter/content/1874/>

<sup>28</sup> California Geological Survey (CGS). 2015. CGS Information Warehouse: Regulatory Maps. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact</p>	<p>Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and moved from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds imperceptibly, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems on undeveloped sites. Accelerated erosion in an urban area can cause damage by undermining structures; blocking storm drains; and depositing silt, sand, or mud in roads and tunnels. Eroded materials can eventually be deposited in local waters, where the carried silt remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life.</p> <p>Soils have already been highly disturbed by development. The native topsoil<sup>29</sup> was removed and/or compacted during development of the area; therefore, topsoil is not present.</p> <p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from erosion would be less than significant. Because the existing conditions have not changed, the LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less than Significant Impact.</p> <p>Construction Phase Site development would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, development of the site is subject to local and state codes and requirements for erosion control and grading during construction. For example, project development is required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite.</p> <p>Construction projects of one acre or more are regulated under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board.</p> <p>Project applicants obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP), estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be incorporated into the construction plan to minimize stormwater pollution. Adherence to the BMPs in the SWPPP and adherence to local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Soil erosion impacts from project-related grading and construction activities would be less than significant.</p>
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<sup>29</sup> Topsoil is the thin, rich layer of soil where most nutrients for plants are found and where most land-based biological activity takes place. The loss of topsoil through erosion is a major agricultural problem.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>Development would not result in the loss of topsoil. No impacts would occur from loss of topsoil.</p> <p>Operation Phase</p> <p>The site is in an urbanized area and is generally flat. After completion, the site would be developed with building, hardscape and landscape and would not contain exposed or bare soil.</p> <p>The project would comply with the Low Impact Development Standards Manual (LID Standards Manual) issued by the County of Los Angeles Department of Public Works in February 2014. The LID Standards Manual in turn is pursuant to the Municipal Stormwater Permit for coastal watersheds of Los Angeles County, Order No. R4-2012-0175, issued by the Los Angeles Regional Water Quality Control Board (RWQCB) in 2012.</p>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less than Significant Impact</p>	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact	<p>1. LTASP Amendment</p> <p>Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from expansive soil would be less than significant. Because neither the existing conditions nor the overall project have significantly changed, the LTASP Amendment would not change this finding.</p> <p>Plaza Mexico Residences Development</p> <p>Less Than Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. On-site soil tests indicated that the soils have a low expansion potential, and therefore expansion of the near surface materials would be less than significant.</p>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less than Significant Impact</p>	<p>1. LTASP Amendment</p> <p>No Impact. The 2016 LTASP EIR found no impacts, and the LTASP Amendment would not change this finding.</p> <p>Plaza Mexico Residences Development</p> <p>No Impact. The existing land uses in the area do not use septic tanks or other alternative wastewater disposal systems, and the site development would not result in the use of septic tanks or other alternative wastewater disposal systems. No impact would occur.</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<b>8. GREENHOUSE GAS EMISSIONS</b>	1. Less Than Significant Impact	Veterans Village Component The Veterans Village component of the Project is a small fraction of total anticipated LTASP build out. With implementation of identified Mitigation Measures the potential impacts of the Veterans Village component would be less than significant
<b>9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>		
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from routine transport, use, or disposal of hazardous materials would be less than significant. Because neither the existing conditions nor the LTASP have significantly changed, the LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The Veterans Village component of the Project was home to a business that refurbished electrical motors and transformers and currently contains auto repair and other industrial uses. Project development may include temporary transport, storage and use of potentially hazardous materials, including fuels, lubricating fluids, cleaners and solvents. Transport of such materials will be subject to federal, State and local regulations to assure risks associated with transport are minimized. Additionally, construction activities that transport hazardous materials will be required to transport such materials along designated roadways to limit any risk of upset. Also, Project operation (residential uses) generally require use or storage of small quantities of hazardous materials. Small amounts of products that contain hazardous materials possibly could be used for cleaning and maintenance of dwellings and the recreation area. However, such use would not pose a significant risk to public health and safety. Therefore, the level of impact of Project development and operation related to creation of a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials would be less than significant.
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from release of hazardous materials would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The Veterans Village component of the Project was home to a business that refurbished electrical motors and transformers and currently contains auto repair and other industrial uses. The use, handling, storage, and disposal of hazardous materials in the course of project construction and operation would not pose a substantial hazard to the public or the environment from reasonably foreseeable accidental release. Regulatory requirements include training of maintenance staff to safely contain and clean up hazardous materials spills; maintaining on-site supplies for hazardous materials spill containment and cleanup; preparing evacuation procedures; and contacting the appropriate hazardous materials emergency response agency immediately pursuant to requirements of regulatory agencies.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials,	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from hazardous or acutely hazardous materials would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>an EIR 2. Less than Significant Impact</p>	<p>Less Than Significant Impact. The project site is within 0.2 mile of the Lincoln Elementary School. Future residential and commercial uses would not involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. They may involve use and storage of some materials that are considered hazardous, though these materials would be primarily limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in general and wide use throughout the vicinity. These materials would be used in small quantities and would be stored in compliance with established state and federal requirements.</p> <p>Additionally, construction materials and site cleanup would comply with existing regulations. Operation of construction equipment and heavy trucks during construction would generate diesel emissions, which are considered hazardous; however, the construction period would be temporary. The resultant level of impact would be less than significant.</p>
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less than Significant Impact with Mitigation incorporated</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from hazardous materials site would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 or within 0.25 mile of such a site, and the impact would be less than significant.</p> <p>Several investigations were conducted to determine presence and (if applicable) extent of soil contamination on a 2.6-acre portion of the Veterans Village site. Previous investigations of the property indicated soil, soil vapor and groundwater have been impacted by petroleum hydrocarbons and Volatile Organic Compounds, which have been identified in on-site soil, soil vapor and groundwater. However, no soil vapor contaminants were detected that exceeded reporting limits. This also was the case with contaminants detected in groundwater. The only contaminant detected in excess of the reporting limit was tetrachloroethylene. However, the SEIR identifies two Mitigation Measures to ensure preliminary soil and groundwater investigations are appropriate and to define the horizontal extent of any contamination. The resultant level of impact would be less than significant.</p>
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts from an airport safety hazard would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component No Impact. The site is not within an airport land use plan or within two miles of a public airport. The site is approximately six miles northeast the Compton/Woodley Airport. Therefore, site development and operation would not result in a safety hazard for people residing or working in the area.</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

working in the project area?		
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**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The 2016 LTASP EIR found that no airstrip safety hazard impacts. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The site is not located within the vicinity of a private airstrip.<sup>30</sup> Therefore, development and operation would not result in a safety hazard for people residing or working in the area.</p>
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The 2016 LTASP EIR found that no emergency plan impacts would result. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less than Significant Impact. The emergency response plans in effect in the City of Lynwood are the Los Angeles County Operational Area Emergency Response Plan (ERP) approved by the County Board of Supervisors in 2012.<sup>31</sup> The ERP identifies County agencies and other agencies that would be involved in emergency responses, threat summaries, and assessments as well as procedures for responding agencies and County agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies that require multiagency and/or multi-jurisdictional response. Additionally, emergency plans are in the County of Los Angeles All-Hazard Mitigation Plan, approved February 24, 2014.<sup>32</sup> The plan addresses all major natural, human-caused, and technological disasters that fall within the responsibilities of the County departments, including sheriff and fire departments that contract with the City of Lynwood. The site development would not interfere with any other existing emergency response plans or emergency evacuation plans. Grading and construction permits must be obtained from the City, and any street detours or closures would be reviewed by the police and fire departments. No emergency response impact would occur.</p>
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The 2016 LTASP EIR found that no impacts from wildland fires would occur. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The project site is not in or near a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection.<sup>33</sup> Project development would not expose people or structures to substantial wildfire hazards, and no impact would occur.</p>

<sup>30</sup> Airnav.com (Airnav). Airport Information. <http://www.airnav.com/airports/>

<sup>31</sup> County of Los Angeles, Chief Executive Office. Operational Area Emergency Response Plan. <http://lacoa.org/oaerp.htm>

<sup>32</sup> County of Los Angeles, Chief Executive Office – Office of Emergency Management. <http://lacoa.org/PDF/hazmitgplan.pdf>

<sup>33</sup> California Department of Forestry and Fire Protection (CAL FIRE). September 2011. Very High Fire Hazard Severity Zones in LRA: Los Angeles County. [http://frap.fire.ca.gov/webdata/maps/los\\_angeles/LosAngelesCounty.pdf](http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

wildlands?		
<b>10. HYDROLOGY AND WATER QUALITY. Would the project:</b>		
(a) Violate any water quality standards or waste discharge requirements?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that groundwater supplies and recharge impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component. The Hydrology Study Report prepared for the Project indicates the pre-development peak runoff rate for the 50-year Design Storm Frequency would be 18.18 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 4.37 cubic feet per second for the remaining portion of the Veterans Village. The post-development peak runoff rate was calculated to be 22.51 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 5.09 cubic feet per second for the remaining portion of the Veterans Village. That is, the overall peak flow rate will increase due to an increase in total impervious area. Thereby, there would be an impact on the downstream storm drain infrastructure from the Veterans Village component of the Project. However, the Hydrology Study Report does not indicate the scope of impacts would be significant and thereby no Mitigation Measures would be required. The Hydrology Study Report concludes and recommends as follows – “The design engineer of the site must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the predevelopment peak discharge rate for the design storm. As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of the mandated requirements to prohibit storm water discharges leaving the site and to minimize the discharge of pollutants.”</p> <p>The resultant level of impact would be less than significant.</p>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that groundwater supplies and recharge impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Full build out would not introduce substantial new impervious areas that would interfere with groundwater recharge. This component of the Project does not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, development under the Specific Plan component would not result in a net deficit in aquifer volume or a lowering of the groundwater table.</p> <p>The resultant level of impact is less than significant.</p>

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planned uses for which permits have been granted)?		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that erosion and siltation impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The Veterans Village component of the Project is within an urbanized area and connected to an existing storm water drainage system. Storm water runoff in the Project area is directed through a series of storm water drainage facilities to the Los Angeles River and eventually to San Pedro Bay. These drainage patterns would be maintained with implementation of the Veterans Village component of the Project. The resultant level of impact would be less than significant.
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that flooding impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. Build out of the Veterans Village component of the Project would not alter the course of a stream or river. The Project area is largely paved. Although some site-specific drainage pattern alterations would result from development of the Veterans Village component of the Project, this would not result in increases in drainage that would cause flooding on-site or off-site. The resultant level of impact would be less than significant.
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that stormwater drainage impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component. The Hydrology Study Report prepared for the Project indicates the pre-development peak runoff rate for the 50-year Design Storm Frequency would be 18.18 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 4.37 cubic feet per second for the remaining portion of the Veterans Village. The post-development peak runoff rate was calculated to be 22.51 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 5.09 cubic feet per second for the remaining portion of the Veterans Village. That is, the overall peak flow rate will increase due to an increase in total impervious area. Thereby, there would be an impact on the downstream storm drain infrastructure from the Veterans Village component of the Project. However, the Hydrology Study Report does not indicate

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>the scope of impacts would be significant and thereby no Mitigation Measures would be required. The Hydrology Study Report concludes and recommends as follows – “The design engineer of the site must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the predevelopment peak discharge rate for the design storm. As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of the mandated requirements to prohibit storm water discharges leaving the site and to minimize the discharge of pollutants.”</p> <p>The resultant level of impact would be less than significant.</p>
<p>f) Otherwise substantially degrade water quality?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that water quality impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component. The Hydrology Study Report prepared for the Project indicates the pre-development peak runoff rate for the 50-year Design Storm Frequency would be 18.18 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 4.37 cubic feet per second for the remaining portion of the Veterans Village. The post-development peak runoff rate was calculated to be 22.51 cubic feet per second for the Alameda Triangle portion of the Veterans Village and 5.09 cubic feet per second for the remaining portion of the Veterans Village. That is, the overall peak flow rate will increase due to an increase in total impervious area. Thereby, there would be an impact on the downstream storm drain infrastructure from the Veterans Village component of the Project. However, the Hydrology Study Report does not indicate the scope of impacts would be significant and thereby no Mitigation Measures would be required. The Hydrology Study Report concludes and recommends as follows – “The design engineer of the site must propose a drainage facility that will attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the predevelopment peak discharge rate for the design storm. As part of the site design, the designer shall incorporate NPDES/SUSMP regulations including water quality requirements as part of the mandated requirements to prohibit storm water discharges leaving the site and to minimize the discharge of pollutants.”</p> <p>The resultant level of impact would be less than significant.</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that flooding impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. Based on Federal Emergency Management Agency FIRM maps, the site is in an area of minimal flood hazard. <sup>34</sup> The development would not place housing within a 100-year flood hazard area. No impact would occur.
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that flooding impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. Based on relevant Federal Emergency Management Agency FIRM maps, the Project site is in an area of minimal flood hazard. <sup>19</sup> The development would not locate structures within a 100-year flood area and would not impeded or redirect flood flows. No impact would occur.
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that flooding impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. No dams or reservoirs are located in the Project area. The closest reservoir is the Garvey Reservoir, located approximately 10 miles northeast of the Project site. Therefore, build out of the Veterans Village component of the Project would not expose new areas to potential inundation from or increased risks from dam failure.
j) Inundation by seiche, tsunami, or mudflow?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that seiche, tsunami, and mudflow impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. Due to its distance (approximately 12 miles) from the Pacific Ocean, the LTASP area has an unlikely potential for experiencing impacts from tsunami. The closest water bodies that could experience a seiche event are water tanks. However, no water tanks are located near the Veterans Village Project site. Therefore, the Veterans Village area is not considered subject to inundation by seiche, tsunami or mudflow. No impact would occur.

<sup>34</sup> Federal Emergency Management Agency (FEMA). 2015, August 18. Flood Map Service Center. <https://msc.fema.gov/portal>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<b>11. LAND USE AND PLANNING. Would the project:</b>		
Physically divide an established community?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that community impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component The Veterans Village component of the Project site is located within an urbanized community. This component of the Project site is bordered to the north by Fernwood Avenue and single-family residences, to the south by Imperial Highway and Interstate 105, to the east by commercial development, and to the west by Alameda Avenue and the City of Compton beyond. Project development will not physically divide the established surrounding community. Rather, Project development and operation will add demand uses to the community and contribute to build out of the Lynwood Transit Area Specific Plan land use plan for the West Town Center Neighborhood. In addition, the Project land uses are consistent with goals, policies and objectives of the City of Lynwood General Plan and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.</p> <p>Approximately 5.6 acres will be developed with approximately 400 market-rate multi-family residential units. The development also will include approximately 120 affordable apartment units and approximately 112 townhomes. To support the Project population, on-site community amenities will include a clubhouse for social engagement, offices to house governmental services, a health care center, a career services center, and a daycare facility. The market rate apartments will be served by on-site parking to accommodate residents and guests. The apartment complexes will consist of buildings of varying heights up to a maximum five floors. The townhomes will up to three floors in height. At the highest portion of the Project, the building maximum height will be six levels above grade.</p> <p>Project development will not physically divide the established surrounding community. Rather, Project development and operation will add demand uses to the community and contribute to build out of the Lynwood Transit Area Specific Plan land use plan. The Project site is contemplated for a mixed use development as indicated in the Lynwood Transit Area Specific Plan. In addition, the Project land uses are consistent with goals, policies and objectives of the City of Lynwood General Plan, the 2006 Long Beach Boulevard Specific Plan, and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.</p> <p>The resultant impact will be less than significant.</p>
Conflict with any applicable land use plan, policy, or regulation of	<p>1. Less Than Significant Impact/No Changes or New</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that land use impacts would be less than significant. The LTASP Amendment would not change this finding.</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p>Information Requiring Preparation of an EIR 2. Less Than Significant Impact</p>	<p>2. Veterans Village Component The Veterans Village component of the Project will enable housing opportunities for low- and moderate-income families in part on vacant properties. That portion of the Project is consistent with City of Lynwood General Plan goals and policies pertaining to provision of housing opportunities for all economic segments of the Lynwood community that are relevant to the Project and with City of Lynwood 2014-2021 Housing Element goals and policies. The resultant impact will be less than significant.</p>
<p>Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that conservation plan impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The Veterans Village component of the Project site is located within a heavily urbanized area. The Project site is not located within either a habitat conservation plan or natural community conservation plan. Therefore, Project development and operation would not conflict with any habitat conservation plan or natural community conservation plan.  No Impact would result.</p>
<p><b>12. MINERAL RESOURCES. Would the project:</b></p>		
<p>a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. The Plan Area is completely developed and is not available for mining. Therefore, no impact to mineral resources would occur. The LTASP Amendment would not impact mineral resources. 2. Veterans Village Component No Impact. The project site is mapped as Mineral Resource Zone 2 (MRZ-2) by the California Geological Survey, indicating that it is in an area of known or inferred mineral resources of unknown significance.<sup>35</sup> No mineral resource areas that would be of value to the region and residents of the state exist on or near the project site. The site is not available for mining, and existing surrounding land uses would be incompatible with mining operations. Therefore, no impact to mineral resources would occur.</p>
<p>b) Result in the loss of availability of a locally important mineral resource</p>	<p>1. No Impact 2. No Impact</p>	<p>1. LTASP Amendment No Impact. Neither the LTASP nor the LTASP Amendment would impact a locally important mineral resource recovery site. 2. Veterans Village Component No Impact. No locally important mineral resource recovery sites are identified in the</p>

<sup>35</sup> California Geological Survey (CGS). 2010. Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Production-Consumption (P-C) Region, Los Angeles County, California. Plate 1: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_209/Plate%201.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf)

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

recovery site delineated on a local general plan, specific plan or other land use plan?		City of Lynwood. Development would not result in loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would result.
<b>12. NOISE. Would the project result in:</b>		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels??	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found airport land use plan impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The site is not located within an airport land use plan or within two miles of a public airport. The site is approximately six miles northeast the Compton/Woodley Airport. Therefore, construction and operation will not expose people residing or working in the area to excessive noise levels. No impact would occur.
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. No Impact	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found airstrip impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The site is not located within the vicinity of a private airstrip. <sup>36</sup> Therefore, development and operation would not result in a safety hazard for people residing or working in the area. No impact would occur.
<b>13. POPULATION AND HOUSING. Would the project:</b>		
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that population impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. Population The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average

<sup>36</sup> Airnav.com (Airnav). Airport Information. <http://www.airnav.com/airports/>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>extension of roads or other infrastructure)?</p>		<p>household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.</p> <p>Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.</p> <p>The resultant level of impact is less than significant.</p>
<p>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that housing impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component No Impact. There is no housing onsite; the site is vacant, and development would not displace substantial numbers of existing housing. No impact would occur.</p>
<p>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that displaced people impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component No Impact. The site is vacant, and development would not displace substantial numbers of people. No impact would occur.</p>

**14. PUBLIC SERVICES. Would the project:**

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<p>a) Fire protection?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that fire protection impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. The Los Angeles County Fire Department provides fire protection and emergency medical services to the City of Lynwood. The fire stations in the City of Lynwood are Station 147 at 3161 E Imperial Hwy about 750 feet east, and Station 148 at 4264 Martin Luther King Jr Boulevard about 1.6 miles east of the</p>
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**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

	Significant	<p>site. Services include fire protection, hazardous materials, emergency medical services including paramedic services, fire code and related code enforcement, and fire cause and arson investigation. The Los Angeles County Fire Department has an established response time goal of four minutes. Both stations provide adequate service to the project area. The existing water mains around the development site are a 6-inch in Imperial Highway, 12-inch in State Street, and 12-inch in Beechwood Avenue. Two fire hydrants are located on Imperial Highway—one hydrant is connected to the 6-inch main in Imperial Highway, and the other hydrant is connected to the 12-inch main in State Street.</p> <p>The development would have up to 632 units and up to 25,000 square feet of commercial uses, and would increase the demand for fire protection and emergency services. The City’s contract with the Los Angeles County Fire Department would ensure that adequate facilities are available to service new development in the city. Additional fire personnel, equipment, and operational costs are funded through City Public Facilities Development Impact Fees (Municipal Code Section 11-19), which are imposed on all new development, and through increased tax revenue generated by the development.</p> <p>Additionally, the Los Angeles County Fire Department and the City of Lynwood would review the site and building plans to ensure compliance with emergency access and fire code regulations. Site development would not require new or expanded fire facilities.</p> <p>The resultant level of impact would be less than significant.</p>
b) Police protection?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that police protection impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. The Los Angeles County Sheriff’s Department provides police protection to the City of Lynwood. The nearest sheriff’s station is the Century Station at 11073 Alameda Street, 0.5 mile west of the site. The services include crime prevention training, vacation security checks, police reports, citizen community academies, video surveillance cameras, and red signal light camera enforcement.</p> <p>The need for police protection services is assessed on the basis of resident population estimates and the square footage of nonresidential uses. Site development would add 348 residential units, 1,583 residents, and about 26,442 square feet of nonresidential uses, and would increase the demand for law enforcement services.</p> <p>The City’s contract with the Los Angeles County Sheriff’s Department would ensure that adequate facilities are available to service new development in the city. Additional police personnel, equipment, and operational costs are funded through City Public Facilities Development Impact Fees (Municipal Code Section 11-19), which are imposed on all new development, and through increased tax revenue generated by the development.</p> <p>The Public Facilities Development Impact Fees—per unit or per 1,000 square feet—pay for following categories of public facilities:<sup>37</sup></p> <ul style="list-style-type: none"> <li>• Police services</li> <li>• Water facilities</li> </ul>

<sup>37</sup> City of Lynwood Master Fee Schedule. Fiscal Year 2017 – 2018. <http://lynwood.ca.us/wp-content/uploads/2018/03/FY-2018-Master-Fee-Schedule.pdf>; Municipal Code. <http://www.codepublishing.com/CA/Lynwood/#!/Lynwood11/Lynwood1119.html>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<ul style="list-style-type: none"> <li>• Parks and recreation facilities</li> <li>• Wastewater facilities</li> <li>• Technological enhancements</li> <li>• Childcare facilities</li> <li>• Noise monitoring system</li> <li>• Civic center/city garage</li> </ul> <p>Additionally, the Los Angeles County Sheriff's Department and the City of Lynwood would review the site and building plans to ensure compliance with emergency access and security requirements. Site development would not require new or expanded police facilities.</p> <p>The level of impact would be less than significant.</p>
c) Schools?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that school services impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. The site is within the Lynwood Unified School District boundaries. The project applicant would be required to pay an in-lieu school impact fee. In accordance with Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Pursuant to Government Code Section 65995, the applicant shall pay the developer fees at the time building permits are issued. Other indirect environmental impacts, such as air quality, noise, and traffic, from students attending local schools are analyzed in this document.</p> <p>The resultant level of impact would be less than significant.</p>
d) Parks?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant with Mitigation Implemented</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts to recreational facilities would be less than significant with implementation of Mitigation Measure PS-1. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact with Mitigation Implemented. The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.</p> <p>Using a Southern California Association of Governments factor of one employee for</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.</p> <p>This would lead to an increased park requirement. However, part of the proposed LTASP Amendment is to change Open Space property on the Veterans Village component of the Project site to allow residential and commercial development. This will contribute to the existing shortage of park land in the City of Lynwood.</p> <p>To assist with ameliorating existing and future impacts to recreational facilities, the City has established a public facilities development impact fee (Municipal Code Section 11-19) that is imposed on all new development or development projects for which a development permit is issued. The City Manager or City Manager’s duly authorized designee and can be utilized to offset impacts to recreational facilities. Following payment of in-lieu fees and/or dedication of additional parkland facilities as part of Project development, the need for new facilities would be reduced and resultant impacts would be less than significant.</p> <p>The resultant level of impact will be less than significant with Mitigation implemented.</p>
<p>e) Other public facilities?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that other services impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component The City of Lynwood is served by the Los Angeles Public Library System. The Lynwood Library is about 12,000 square feet. The Lynwood General Plan strives for a standard of 0.5 square feet of library space per capita.<sup>38</sup> Based on 2017 data from the Department of Finance, the City of Lynwood has a population of 71,997.<sup>39</sup> Accordingly, the Lynwood Library is currently operating at 0.17 square feet per capita. However, the County of Los Angeles Public Library system also has additional branch libraries that service the residents of the City of Lynwood and surrounding communities:</p> <ul style="list-style-type: none"> <li>• Compton Library: 240 West Compton Boulevard, Compton</li> <li>• Hollydale Library: 1200 South Garfield Avenue, South Gate</li> <li>• Leland R. Weaver Library: 4035 Tweedy Boulevard, South Gate</li> <li>• East Rancho Dominguez Library: 4420 East Rose Street, East Rancho Dominguez</li> <li>• Willowbrook Library: 11838 Wilmington Avenue, Los Angeles</li> </ul> <p>The LTASP found that buildout of the Specific Plan would increase the service population of Lynwood Public library; however, the other libraries near the city of Lynwood would be able to service new residents generated by implementation of the Specific Plan. In addition, the trend toward libraries providing increased</p>

<sup>38</sup> Rincon Consultants Inc. 2016. January. City of Lynwood Transit Area Specific Plan Environmental Impact Report. (State Clearinghouse No. 2015121020). Certified September 6, 2016.

<sup>39</sup> Department of Finance (DOF). 2017, May 1. Report E-5: Population and Housing Estimates for Cities, Counties, and the State. January 1, 2011-2017, with 2010 Benchmark. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>electronic and downloadable library resources (e.g., e-books, audio books) could reduce the need for additional physical library resources in the future. If the Lynwood Library is expanded or a new library is built, environmental impacts are anticipated to be minimal because the city is urbanized. Impacts to library services would be less than significant.</p>
<b>15. RECREATION. Would the project:</b>		
<p>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant with Mitigation Implementation</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that impacts to recreational facilities would be less than significant with implementation of Mitigation Measure PS-1. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact with Mitigation Implemented. The existing LTASP contemplates multi-family residential development within portions of the 13.8-acre Veterans Village component of the Project. The anticipated dwelling unit count for the Veterans Village component of the Project is 632: 400 market rate units (apartments), 100 affordable apartment units, and 112 market rate townhomes. Based on United States Census Data for 2014, the average household size in Lynwood is 4.69 persons per owner-occupied unit and 4.55 persons per renter-occupied unit. Using the average household sizes and assuming a 100 percent occupancy rate, the Veterans Village component of the Project would result in a population growth of 525 persons in market rate townhomes and 2,330 persons in renter-occupied units. This would equate to a Project resulting population growth of 2,855 persons. The total of 632 new multi-family residential units would represent an approximate 4 percent increase in the number of dwelling units in Lynwood, which is well within the overall previously analyzed impact of a 22 percent increase noted in the 2016 certified 2016 LTASP EIR.</p> <p>Using a Southern California Association of Governments factor of one employee for every 405 square feet of commercial use, development of the commercial portion (25,000 square feet) of the Veterans Village component of the Project would result in generation of 62 employees. This increase represents approximately 1.8 percent of the total anticipated employment growth in buildout of the LTASP.</p> <p>This would lead to an increased park requirement. However, part of the proposed LTASP Amendment is to change Open Space property on the Veterans Village component of the Project site to allow residential and commercial development. This will contribute to the existing shortage of park land in the City of Lynwood.</p> <p>To assist with ameliorating existing and future impacts to recreational facilities, the City has established a public facilities development impact fee (Municipal Code Section 11-19) that is imposed on all new development or development projects for which a development permit is issued. The City Manager or City Manager's duly authorized designee and can be utilized to offset impacts to recreational facilities. Following payment of in-lieu fees and/or dedication of additional parkland facilities as part of Project development, the need for new facilities would be reduced and resultant impacts would be less than significant.</p> <p>The resultant level of impact will be less than significant with Mitigation</p>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		implemented.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that recreational facilities impacts would be less than significant with implementation of Mitigation Measure PS-1. The LTASP Amendment would not change this finding. 2. Veterans Village Component Refer to 15 (a) above.
<b>16. TRANSPORTATION/TRAFFIC. Would the project:</b>		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that air traffic pattern impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component No Impact. The nearest airport to the site is approximately six miles northeast at Compton/Woodley Airport. The development would not encroach into air traffic space or alter air traffic patterns. <sup>40</sup> Therefore, the level of impact would be less than significant
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that hazards due to a design feature would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Development and operation of Veterans Village would generate 2.297 daily trips. These trips will be spread over a 24-hour period and further spread over numerous roadways service the Project site. The future site specific design will be reviewed by the City of Lynwood to ensure no design features would create a traffic hazard. The resultant level of impact would be less than significant.

<sup>40</sup> Airnav.com (Airnav). Airport Information. <http://www.airnav.com/airports/>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

<p>e) Result in inadequate emergency access?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that emergency access impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The site specific design will be required to be in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City’s Engineering Department and the County Sherriff and Fire Departments. The development would not result in inadequate emergency access. The resultant level of impact would be less than significant.</p>
<p>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that performance or safety of public transit, bicycle, or pedestrian facilities would not be significantly affected, and impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant. The project would not conflict with adopted policies or plans supporting alternative transportation modes such as bus transit, bicycles, or walking paths. The future site specific design will be reviewed by the City of Lynwood to ensure no design features would create a traffic hazard. The development would not adversely affect transit service in the area. With the development-related improvements, bicycle and pedestrian facilities would be improved. The resultant level of impact would be less than significant.</p>

**17. TRIBAL CULTURAL RESOURCES. Would the project:**

<p>a) 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</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant with Mitigation Implemented</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR did not analyze Tribal Cultural Resources. 2. Veterans Village Component Less Than Significant Impact. Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in PRC Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources. As part of the AB 52 process, Native American tribes must submit a written request to the City of Lynwood (lead agency) to be notified of projects within their traditionally and culturally affiliated area. The City must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the City within 30 days of receiving this notification if they want to engage in consultation on the project, and the City must begin the consultation process within 30 days of receiving the tribe’s request. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached. City staff conducted a consultation with members of the Gabrieleno Mission – Kizh Nation, who requested Mitigation Measures be placed on the Project. Refer to Chapter 5 – Section 17.</p>
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**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		The resultant level of impact would be less than significant with implementation of the requested Mitigation Measures.
b) 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.	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant with Mitigation Implementation	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that recreational facilities impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Refer to 17 (a) above.
<b>18. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>		
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that RWQCB requirements would not be affected, and impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. The development would not exceed wastewater treatment requirements of the Los Angeles RWQCB, which sets requirements for waste discharges to municipal storm drains that apply to the operation phase of the project. Refer to 7 (a) and following above.
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant	1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant with Mitigation Implementation	1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that water or wastewater treatment and conveyance facilities impacts would be less than significant. The LTASP Amendment would not change this finding. 2. Veterans Village Component Less Than Significant Impact. Water Treatment Projected water demands in the City of Lynwood service area would exceed available supply during certain drought years. However, it is anticipated additional water supplies and conservation measures will be developed that will contribute to

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

environmental effects?		<p>long-term water supply reliability. In addition, LTASP water supply requirements reflect a full build out scenario while the rate of build out would extend over as many as 25 years. The Veterans Village component of the Project would be required to provide a Water Service Assessment/Agreement for City of Lynwood approval. Also, in compliance with City of Lynwood General Plan Goals and Policies noted above, the City will work to ensure an adequate supply of domestic water is available to meet future development in the LTASP. <b>Mitigation Measure MM-US-1</b> will require a 20% reduction in water use when compared to baseline conditions. No future development would be approved until availability of sufficient water supply is confirmed and compliance with <b>Mitigation Measure MM-US-1</b> is confirmed.</p> <p>The resultant level of impact would be less than significant with implementation of the noted Mitigation Measure.</p>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that stormwater drainage facilities impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Refer to Section 7 above. The resultant level of impact would be less than significant.</p>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR 2. Less Than Significant</p>	<p>1. LTASP Amendment Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that water supply impacts would be less than significant with implementation of Mitigation Measure U-1. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component Less Than Significant Impact. The site is over the Central Coastal Plain of Los Angeles Groundwater Basin.<sup>41</sup> The water supply is provided by the City of Lynwood Public Water Utility, mostly from the Gaspar Aquifer. The City owns and operates six active wells and one 3-million-gallon reservoir. There is a 16-inch MWD feeder line that conveys water from the State Water Project to the reservoir, when needed, to replenish the reservoir.<sup>42</sup></p> <p>Commission approved the new efficiency standards on April 8, 2015. California standards are typically equal to or are more stringent than 20 percent less than the national standard (see Table below).<sup>43</sup> The development is required to comply with</p>

<sup>41</sup> Department of Water Resources (DWR). 2017, December 1. Groundwater Information Center Map Interactive Map Application. <https://gis.water.ca.gov/app/gicima/>

<sup>42</sup> Rincon Consultants Inc. 2016. January. City of Lynwood Transit Area Specific Plan Environmental Impact Report. (State Clearinghouse No. 2015121020). Certified September 6, 2016.

<sup>43</sup> National Conference of State Legislatures. Water-Efficient Plumbing Fixtures. <http://www.ncsl.org/research/environment-and-natural-resources/water-efficient-plumbing-fixtures635433474.aspx>; Cal. Health & Safety Code § 17921.3; Cal. Civ. Code § 1101.3 sets maximum flow rates for fixtures installed or sold. Also mandates replacing fixtures in single family homes by Jan. 1, 2017 and in multifamily and commercial buildings by Jan. 1, 2019.

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

		<p>Title 24, Part 6, Energy Efficiency Standards.<sup>44</sup></p> <p>The development would comply with the City's Water Conservation Plan, MWD's Water Surplus and Drought Management Plan,<sup>45</sup> and the California Building Code.</p> <p>The resultant level of impact would be less than significant.</p>
<p>e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant</p>	<p>1. LTASP Amendment</p> <p>Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that wastewater treatment capacity impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Plaza Mexico Residences Development</p> <p>Less Than Significant Impact. Refer to item (a). There is sufficient wastewater treatment capacity in the region for the development's wastewater generation. The development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.</p>
<p>f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR</p> <p>2. Less Than Significant</p>	<p>1. LTASP Amendment</p> <p>Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that landfill impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component</p> <p>Less Than Significant Impact. Project development and operation would add to solid waste generation. Area landfills have capacity to accommodate additional solid waste and potential impacts of Project development would be less than significant. Other areas that utilize the same landfills as the Project likely would continue to experience growth and associated increases in solid waste generation. State-mandated solid waste diversion rates for recycling would continue to minimize the quantity of waste directed to area landfills and compliance with City of Lynwood General Plan and LTASP policies would maintain or improve upon existing solid waste diversion rates. Furthermore, solid waste disposal facilities and management approach would continue to adjust as needed to provide adequate disposal capacity throughout Los Angeles County. Therefore, cumulative impacts to solid waste facilities would be less than significant and Project build out contribution to solid waste impacts would not be cumulatively considerable.</p>
<p>g) Comply with federal, state, and local statutes and regulations related to solid</p>	<p>1. Less Than Significant Impact/No Changes or New Information Requiring</p>	<p>1. LTASP Amendment</p> <p>Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The 2016 LTASP EIR found that solid waste compliance impacts would be less than significant. The LTASP Amendment would not change this finding.</p> <p>2. Veterans Village Component</p>

<sup>44</sup> California Department of General Services, Building Standards Commission. California Building Standards Code (California Code of Regulations, Title 24). <http://www.bsc.ca.gov/codes.aspx>

<sup>45</sup> Rincon Consultants Inc. 2016. January. City of Lynwood Transit Area Specific Plan Environmental Impact Report. (State Clearinghouse No. 2015121020). Certified September 6, 2016. <http://lynwood.ca.us/notices/lynwood-transit-area-specific-plan-and-environmental-impact-report/>

**Table 8 Project Impacts Found Not to Be Significant/Less Than Significant with Mitigation**

waste?	Preparation of an EIR 2. Less Than Significant	<p>Less Than Significant Impact. Assembly Bill 939 (Integrated Solid Waste Management Act of 1989) (PRC Sections 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions within the county or show a plan to transform or divert its waste.</p> <p>AB 341 (Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020 and mandates recycling for commercial and multifamily residential land uses.</p> <p>AB 1826 (PRC Sections 42649.8 et seq.) requires recycling of organic matter by businesses and multifamily residences of five or more units generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The goal is a reduction of 50 percent of the 2014 disposal rate by 2020.</p> <p>Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2016 CALGreen (California Code of Regulations, Title 24, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.</p> <p>The project would comply with all federal, state, and local regulations.</p> <p>The result level of impact would be less than significant.</p>
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## 8. CEQA-MANDATED SECTIONS

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This section describes various CEQA-mandated topics—alternatives to the proposed project, significant irreversible changes due to the proposed project, and growth-inducing impacts. However, since this is a Supplemental EIR, these topics will only be reanalyzed if the prior analysis from the 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico Residences SEIR are determined to be inadequate for the current Project conditions.

### 8.1 ALTERNATIVES TO THE PROJECT

CEQA states that an Environmental Impact Report (EIR) must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain 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.” (14 Cal. Code of Reg. 15126.6(a).) As described in Chapter 6 of the 2016 LTASP EIR and Chapter 8 of the LTASP/Plaza Mexico SEIR, three project alternatives were identified during the scoping process and analyzed for relative impacts to the 2010 project:

- Alternative 1: No Project
- Alternative 2: No Project (Buildout Under Lynwood Transit Area Specific Plan)
- Alternative 3: Lower Growth Alternative (Development on City-Owned Land Only)

Because the Specific Plan has not significantly changed, the alternatives to the project have not changed; therefore, there is no supplemental analysis required. The 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico Residences SEIR identified noise, and traffic and circulation as significant unavoidable impacts. These impacts are also significant for the Specific Plan Amendment. The Veterans Village component of the Project is a development considered under the Specific Plan Amendment, along with the analysis in this SEIR. The development would not have significant unavoidable impacts on a project level. Therefore, no additional alternatives to the proposed project are required as part of this SEIR.

### 8.2 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROJECT

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the Modified Project should it be implemented. Specifically, the CEQA Guidelines state:

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 non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways 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.

The following are the significant irreversible changes that would be caused by Project development and operation, if the Project is implemented.

- Implementation of the Project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels.
- Operation of the Project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the project.
- The visual character of the Project site would also be altered by the construction of the proposed Veterans Village component on a partially vacant site. This would result in a permanent change in the character of the Project site and on- and offsite views in the Project vicinity.

Given the low likelihood that the Project site would revert to lower intensity uses or to its original form, the Project would generally commit future generations to these environmental changes.

## **8.3 GROWTH-INDUCING IMPACTS OF THE PROJECT**

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section examines ways that the Project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities that could affect the environment, individually or cumulatively.

### **Economic and Population Growth**

As discussed in the 2016 LTASP EIR, Chapter 5 the Specific Plan would add up to 15,260 new residents (i.e., 3,500 new households), and over 5,000 new jobs to the Plan Area. The new residents would exceed projected growth in the City by approximately 163 percent, and account for approximately 0.9 percent of the projected growth in Los Angeles County. The 3,500 new housing units would exceed projected housing growth within the City by 133 percent, and account for 0.5 percent of projected growth in Los Angeles County. The 5,000 new jobs associated with Specific Plan buildout would exceed the projected job growth in the City by approximately 297 percent, and account for 0.4 percent of job growth in Los Angeles County. Although some jobs generated by implementation of the Specific Plan would likely be filled by current residents of Los Angeles County and the City of Lynwood, some of the new job opportunities would be filled by people commuting or relocating to the area. In this way, the Specific Plan may indirectly generate population growth in the area.

Project build out also would have incremental, indirect economic benefits, such as increasing demand for retail and commercial services. In this way, the Specific Plan would increase the amount of economic activity in the City and in Los Angeles County, thereby inducing growth. Furthermore, the Specific Plan would help implement the current General Plan Housing Goal 2 (encourage a variety of housing types to meet the needs of city residents), Goal 4 (remove governmental constraints to the development of new housing opportunities), and Goal 5 (promote equal housing opportunities). The Specific Plan was also determined to be consistent with all other applicable goals and policies of the General Plan and the 2012-2035 RTP/SCS advisory land use policies that promote transit-oriented growth. Nevertheless, the increases in population, housing, and jobs associated with full buildout of the Specific Plan would exceed SCAG growth projections for the city. Impacts would be significant and unavoidable. No mitigation is available and impacts related to growth in housing and population.

### **Removal of Obstacles to Growth**

The Specific Plan would lead to increased development and population within the Plan Area. The Plan Area is surrounded on all sides by urban development, and these areas are served by existing municipal services and utilities including roads, water, sewer, and other infrastructure. No substantial expansion of these facilities would be necessary to accommodate buildout of the Specific Plan. No extension of utilities or other services into undeveloped areas within or around the Specific Plan area would be required. The Project would not have any significant effect from removing obstacles to growth outside of the Plan Area.

## 9. PERSONS PREPARING THE SUPPLEMENTAL EIR

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CITY OF LYNWOOD

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### PROJECT APPLICANT

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Blodgett Baylosis Environmental Planning (Air Quality & Noise Study)  
Gannett Fleming (Remedial Investigation Report)  
Genesis Engineering & Redevelopment (VOC and TPH Investigation Report)  
Infrastructure Engineers (Geology Study; Hydrology Study; Traffic Impact Analysis)

# 10. SOURCES

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Following is a list of sources used in the preparation of the Veterans Village SEIR. **These sources supplement those sources listed in the 2016 LTASP EIR and the 2018 LTASP/Plaza Mexico Residences SEIR.**

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- Lynwood General Plan
- Lynwood General Plan Environmental Impact Report
- Lynwood Housing Element
- Lynwood Transit Area Specific Plan Amendment and Plaza Mexico Residences Supplemental Environmental Impact Report (State Clearinghouse number 2015121020), (September 2018)

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