# DRAFT

# ENVIRONMENTAL IMPACT REPORT CITY OF HUNTINGTON PARK 2030 COMPREHENSIVE GENERAL PLAN UPDATE HUNTINGTON PARK, CALIFORNIA

**LEAD AGENCY:**

**CITY OF HUNTINGTON PARK**
**COMMUNITY DEVELOPMENT DEPARTMENT**
**6550 MILES AVENUE**
**HUNTINGTON PARK, CALIFORNIA 90255**

**PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**
**2211 SOUTH HACIENDA BOULEVARD, SUITE 107**
**HACIENDA HEIGHTS, CALIFORNIA 91745**

## OCTOBER 12, 2017

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**

# TABLE OF CONTENTS

**Section** **Page**

# TABLE OF CONTENTS (CONTINUED)

**Section** **Page**



# LIST OF TABLES

**Table Number and Title** **Page**

# TABLE OF CONTENTS (CONTINUED)

**Table Number and Title** **Page**



# LIST OF EXHIBITS

**Exhibit Number and Title** **Page**

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**

# SECTION 1 INTRODUCTION TO THIS EIR

## 1.1 PURPOSE AND SCOPE OF THE EIR

This Environmental Impact Report (EIR) analyzes the potential impacts associated with the adoption and subsequent implementation of the City of Huntington Park General Plan 2030. The scope of this Draft Environmental Impact Report (DEIR) was determined as part of the Initial Study's preparation and the comments received in response to the Notice of Preparation (NOP). Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the DEIR must identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance. This DEIR provides an analysis of the potential environmental impacts related to the adoption and subsequent implementation of the proposed City of Huntington Park General Plan Update (referred to herein as the "Draft General Plan"). The General Plan, once adopted, will serve as the blueprint for planning and development within Huntington Park's corporate boundaries and its designated sphere of influence. The General Plan will indicate the City's vision for the future through both written policies and graphic plans that are designed to shape the City's future physical development. Public and private decision-makers will refer to the General Plan to identify the needs and desires of the community in planning for future development. The Draft General Plan also acknowledges the City's previous planning efforts, the established land use patterns in the City, and adopted development policy.

The Draft General Plan is considered to be a "project" and, as a result, it is subject to the requirements of the California Environmental Quality Act or *CEQA*. The State of California, through CEQA, has provided local governments with specific guidance regarding the manner in which the environmental review process is to be implemented at the local level. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The environmental review for the Draft General Plan is being administered by the City of Huntington Park Department of Community Development, which is also the designated Lead Agency pursuant to Section 21067 of CEQA.[1]

## 1.2 PROGRAM NATURE OF THE EIR

As indicated in the preceding section, the proposed project involves the adoption and subsequent implementation of the City of Huntington Park Draft General Plan. The final adopted General Plan, by itself, will not lead to any direct physical changes in the environment or result in any attendant impacts. However, the General Plan will permit and/or promote certain actions that may lead to physical changes in the environment. This DEIR's analysis indicates the potential environmental effects that may occur as part of the General Plan Update's implementation. In this way, this DEIR serves as a *program EIR* that will facilitate the environmental review of future development that may occur as part of the implementation of

[1] The City of Huntington Park, acting as lead agency, is the public agency responsible for overseeing and managing the environmental review and for considering the attendant approvals required to implement the proposed project. The agency has the authority to approve the proposed project and to certify the EIR.

the General Plan once it has been adopted.[2] CEQA recognizes the unique nature of a program EIR as opposed to an EIR for a specific development project. A program EIR is designed to consider the environmental impacts of multiple development scenarios that could take place over a long time period such as that possible under the implementation of the General Plan's land use policy. To enable this DEIR to be useful in the environmental review of any subsequent action arising from the proposed General Plan's long-term implementation, a reasonable estimate of future development must first be identified. The General Plan provides guidance as to the nature and extent of future development that could potentially arise as part of its implementation. This potential development is described herein in Section 2 and Section 3.2.

## 1.3 FORMAT OF THIS EIR

This EIR was prepared pursuant to the guidance provided in the CEQA Guidelines. This DEIR consists of the following sections:

- *Section 1 – Introduction* provides an overview of the environmental review process, describes the purpose of this DEIR, provides an overview of the Draft General Plan, and summarizes the findings of the analysis.

- *Section 2 - Project Description* describes the Draft General Plan and the land uses and development it could theoretically support as part of the Plan's implementation. In addition, this section discusses the objectives the City intends to accomplish as part of the General Plan's implementation.

- *Section 3 - Environmental Analysis* evaluates the impacts associated with the implementation of the Draft General Plan. The analysis considers the existing conditions with respect to the issue being discussed, the potential impacts addressed in a programmatic fashion, the level of potential impact weighed against thresholds considered to represent a significant adverse impact, and mitigation measures that will be effective in reducing or eliminating a potential impact.

- *Section 4 - Long-Term Impacts* discusses the manner in which the future development supported in whole or part by the Draft General Plan will contribute to long-term impacts and ways it may encourage additional growth and development (growth-inducing impacts). This section concludes with a discussion of significant unavoidable impacts.

- *Section 5 - Alternatives Analysis* discusses various alternatives that were considered as part of the development of the Draft General Plan. The impacts of two *no project* includes the City's sphere of influence.

[2] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). § 15168.

- *Section 6 - References* lists those individuals involved in the DEIR's preparation and the primary references consulted in the analysis.

## 1.4 FOCUS OF THE ANALYSIS

The City oversaw the preparation and circulation of an Initial Study that determined the scope of the analysis required for this DEIR. The City of Huntington Park determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on August 10, 2017. The Initial Study, together with the NOP, was circulated for public review indicating the City's intention to prepare this DEIR as a means to consider the potential impacts of the Draft General Plan. The Initial Study, the NOP, and the comments on the NOP are all included in Appendix A. This DEIR will be circulated for a minimum of 45 days which is required under State law. The City will then prepare the Final EIR (FEIR) following the conclusion of the review period.

The NOP process was used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study that was prepared for the project, certain environmental categories were identified in Table 1-1 as having the potential to result in significant impacts. Issues considered "potentially significant" are addressed in this DEIR. Issues identified as having a "less than significant impact" or "no impact" are not addressed beyond the discussion contained in the Initial Study. Readers should refer to the Initial Study provided herein in Appendix A for a discussion regarding the Initial Study's determination. The environmental analysis for the Draft General Plan focused on those issues where it was determined, as part of the Initial Study's preparation and the comments received following its circulation, that there may be a potential for significant environmental impacts in the absence of mitigation. Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a project.

**TABLE 1-1**
**POTENTIAL ENVIRONMENTAL IMPACTS – SCOPE OF EIR ANALYSIS**

| |
|---|
| **1. Aesthetics Impacts** |
| **A.** The proposed General Plan's potential to affect a scenic vista. |
| **B.** The proposed General Plan's potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. |
| **C.** The proposed General Plan's potential to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. |
| **D.** The proposed General Plan's potential to substantially degrade the existing visual character or quality of the site and its surroundings. |
| **2. Agricultural & Forestry Resources Impacts** |
| **A.** The proposed General Plan's potential to 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. |
| **B.** The proposed General Plan's potential to conflict with existing zoning for agricultural use, or a Williamson Act contract. |
| **C.** The proposed General Plan's potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in |

**TABLE 1-1**
**POTENTIAL ENVIRONMENTAL IMPACTS – SCOPE OF EIR ANALYSIS**

| |
|---|
| Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g]). |
| **D.** The proposed General Plan's potential to result in the loss of forest land or conversion of forest land to a non-forest use. |
| **E.** The proposed General Plan's potential to involve other changes in the existing environment which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. |
| **3. Air Quality Impacts** |
| **A.** The proposed General Plan's potential to conflict with or obstruct implementation of the applicable air quality plan. |
| **B.** The proposed General Plan's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. |
| **C.** The proposed General Plan's potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). |
| **D.** The proposed General Plan's potential to expose sensitive receptors to substantial pollutant concentrations. |
| **E.** The proposed General Plan's potential to create objectionable odors affecting a substantial number of people. |
| **4. Biological Resources Impacts** |
| **A.** The proposed General Plan's potential to directly, or indirectly, affect through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. |
| **B.** The proposed General Plan's potential to affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. |
| **C.** The proposed General Plan's potential to affect 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. |
| **D.** The proposed General Plan's potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites. The proposed project's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. |
| **E.** The proposed General Plan's potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. |
| **5. Cultural Resources Impacts** |
| **A.** The proposed General Plan's potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines. |
| **B.** The proposed General Plan's potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines. |
| **C.** The proposed General Plan's potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. |
| **D.** The proposed General Plan's potential to disturb any human remains, including those interred outside of formal cemeteries. |
| **6. Earth & Geology Impacts** |
| **A.** The proposed General Plan's potential to expose people to the risk of loss or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault rupture. |
| **B.** The proposed General Plan's potential to expose people to substantial soil erosion or the loss of topsoil. |

**TABLE 1-1**
**POTENTIAL ENVIRONMENTAL IMPACTS – SCOPE OF EIR ANALYSIS**

| |
|---|
| **C.** The proposed General Plan's potential to be located on a geologic unit or a 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. |
| **D.** The proposed General Plan's potential to 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. |
| **E.** The proposed General Plan's potential to be located soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. |
| **7. Greenhouse Gas Emissions Impacts** |
| **A.** The proposed General Plan's potential to result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. |
| **B.** The proposed General Plan's potential to increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. |
| **8. Hazards and Hazardous Materials Impacts** |
| **A.** The proposed General Plan's s potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. |
| **B.** The proposed General Plan's potential to create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. |
| **C.** The proposed General Plan's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. |
| **D.** The proposed General Plan's potential to be located on a site, which is included on a list of hazardous material 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. Within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, the proposed project's potential to result in a safety hazard for people residing or working in the project area. |
| **E.** The proposed General Plan's potential to result in a safety hazard for people residing or working in the vicinity of a private air strip. |
| **F.** The proposed General Plan's potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan. |
| **G.** The proposed General Plan's potential to expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands. |
| **9. Hydrology & Water Quality Impacts** |
| **A.** The proposed General Plan's potential to violate any water quality standards or waste discharge requirements. |
| **B.** The proposed General Plan's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). |
| **C.** The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including 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. |
| **D.** The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site. |
| **E.** The proposed General Plan's potential to 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. |
| **F.** The proposed General Plan's potential to substantially degrade water quality. |
| **G.** The proposed General Plan's potential to 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. |
| **H.** The proposed General Plan's potential to place within a 100-year flood hazard area, structures that would impede or redirect |

**TABLE 1-1**
**POTENTIAL ENVIRONMENTAL IMPACTS – SCOPE OF EIR ANALYSIS**

| |
|---|
| flood flows. |
| **I.** The proposed General Plan's potential to expose people or structures to a significant risk of flooding as a result of dam or levee failure. |
| **J.** The proposed General Plan's potential to expose people or structures to inundation by seiche, tsunami, or mudflow. |
| **10. Land Use & Planning Impacts** |
| **A.** The proposed General Plan's potential to physically divide an established community, or otherwise result in an incompatible land use. |
| **B.** The proposed General Plan's potential to conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. |
| **C.** The proposed General Plan's potential to conflict with any applicable habitat conservation plan or natural community conservation plan. |
| **11. Mineral Resources Impacts** |
| **A.** The proposed General Plan's potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. |
| **B.** The proposed General Plan's potential to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. |
| **12. Noise Impacts** |
| **A.** The proposed General Plan's potential to expose 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. |
| **B.** The proposed General Plan's potential to expose people to or generation of excessive ground-borne noise levels. |
| **C.** The proposed General Plan's potential to expose persons to a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project. |
| **D.** The proposed General Plan's potential to expose persons to substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project. |
| **E.** The proposed General Plan's potential for affecting 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, the project potential to expose people residing or working in the project area to excessive noise levels. |
| **F.** The proposed General Plan's potential for affecting a private airstrip and the potential to expose people residing or working in the project area to excessive noise levels. |
| **13. Population & Housing Impacts** |
| **A.** The proposed General Plan's potential to induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure). |
| **B.** The proposed General Plan's potential to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. |
| **C.** The proposed General Plan's potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. |
| **14. Public Services Impacts** |
| **A.** The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *fire protection services*. |
| **B.** The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *police protection services*. |

**TABLE 1-1**
**POTENTIAL ENVIRONMENTAL IMPACTS – SCOPE OF EIR ANALYSIS**

| |
|---|
| **C.** The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *school services*. |
| **D.** The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other *governmental services*. |
| **15. Recreation Impacts** |
| **A.** The proposed General Plan's potential to 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. |
| **B.** The proposed General Plan's potential to affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. |
| **16. Traffic & Circulation Impacts** |
| **A.** The proposed General Plan's potential to cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. |
| **B.** The proposed General Plan's potential to exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. |
| **C.** The proposed General Plan's potential to substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| **D.** The proposed General Plan's potential to cause a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks. |
| **E.** The proposed General Plan's potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| **F.** The proposed General Plan's potential to result in inadequate emergency access. |
| **17. Utilities & Service System Impacts** |
| **A.** The proposed General Plan's potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. |
| **B.** The proposed General Plan's potential to 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 impacts. |
| **C.** The proposed General Plan's potential to 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. |
| **D.** The proposed General Plan's potential to have sufficient water supplies available to serve the project from existing entitlements and resources, or is new or expanded entitlements needed. |
| **E.** The proposed General Plan's potential to result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. |
| **F.** The proposed General Plan's potential to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. |
| **G.** The proposed General Plan's potential to comply with Federal, State, and local statutes and regulations related to solid waste. |

## 1.5 USE OF THE EIR

Certain projects or actions undertaken by a Lead Agency may require oversight, approvals, or permits from other public agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*.

Pursuant to Sections 15381 and 15386 of the CEQA Guidelines, responsible agencies and trustee agencies are defined as follows:

> *"Responsible Agency means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing an EIR. For the purposes of CEQA, the term Responsible Agency includes all public agencies other than the Lead Agency which have discretionary approval power over the project, and Trustee Agency means a State agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."*[3]

Responsible Agencies, Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes may include, but not be limited to, the Metropolitan Transportation Authority (MTA); the California Department of Transportation (Caltrans); the State of California Department of Housing and Community Development (HCD); the Southern California Association of Governments (SCAG); the Los Angeles County Department of Public Works; the State of California Office of Planning Research (OPR); the Regional Water Quality Control Board (RWQCB); the Los Angeles Unified School District; the California Air Resources Board (CARB); and the South Coast Air Quality Management District (SCAQMD).

## 1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify those issues that remain to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Draft General Plan, the major issues to be resolved include the following:

- Whether the proposed land use changes are compatible with the character of the surrounding area.
- Whether the Draft General Plan's goals and policies should be adopted or modified.
- 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.

## 1.7. MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring and 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. The Mitigation Monitoring Program for this DEIR will be completed as part of the Final EIR prior to consideration of the project by the City Council. Where the mitigation measures proposed herein relate to specific areas of the City, the relevant mitigation measures from this DEIR will also be added to the

[3] State of California. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* Article 20. § 15381 and 15386. 1998.

mitigation monitoring programs in effect for those areas. The Mitigation Monitoring Program is included as Appendix B.

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**

# SECTION 2 PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The City of Huntington Park is centrally located within the greater Los Angeles metropolitan area approximately five miles southeast of downtown Los Angeles in Los Angeles County. The City is bounded on the north by the cities of Vernon and Maywood; on the south by the City of South Gate and unincorporated Los Angeles County; on the east by the cities of Cudahy, Bell, and Maywood; and on the west by the City of Los Angeles and unincorporated Los Angeles County.[4] A regional map of the City is provided in Exhibit 2-1.

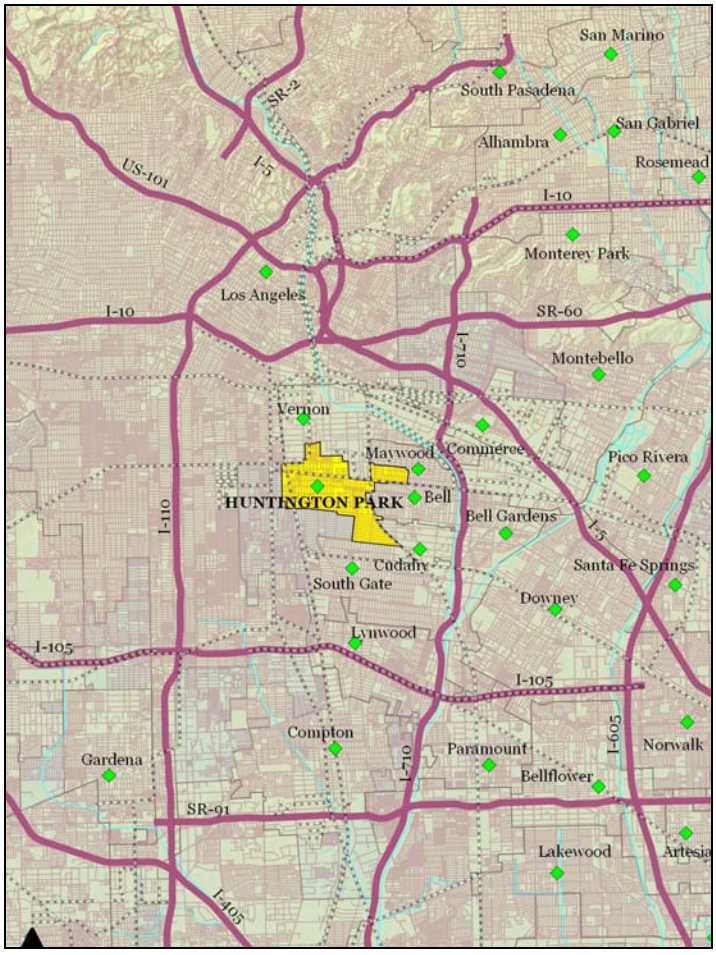



**EXHIBIT 2-1. THE CITY OF HUNTINGTON PARK'S REGIONAL LOCATION**

[4] United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1987.

A map of the City and neighboring cities is provided in Exhibit 2-2.

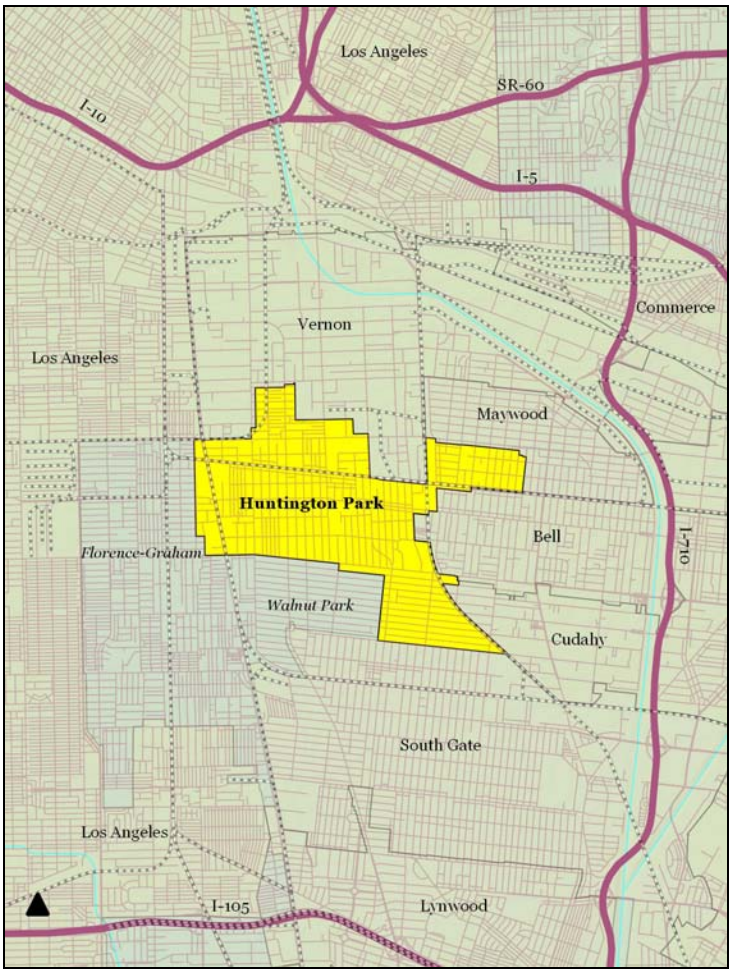



**EXHIBIT 2-2. MAP OF THE CITY OF HUNTINGTON PARK AND NEIGHBORING CITIES**

The City has a land area of approximately 3.01 square miles. The City of Huntington Park was incorporated on September 1, 1906, with a population of 526 residents. The City developed as a suburban community, providing a centralized location for workers employed in Los Angeles and the surrounding industrial cities of Commerce, Vernon, and South Gate. The City's land use and development patterns were well established by the 1930's. A thriving downtown centered along Pacific Avenue was testament to the area's prosperity. As the post World War II era progressed, the City began to experience a shift in its demographic character. In addition, the decline of the manufacturing sector in the area also contributed to the economic transition that affected the region. According to the most recent State of California Department of Finance estimates for January 2015, the City's population was 59,312 persons. A map of the City is provided in Exhibit 2-3.

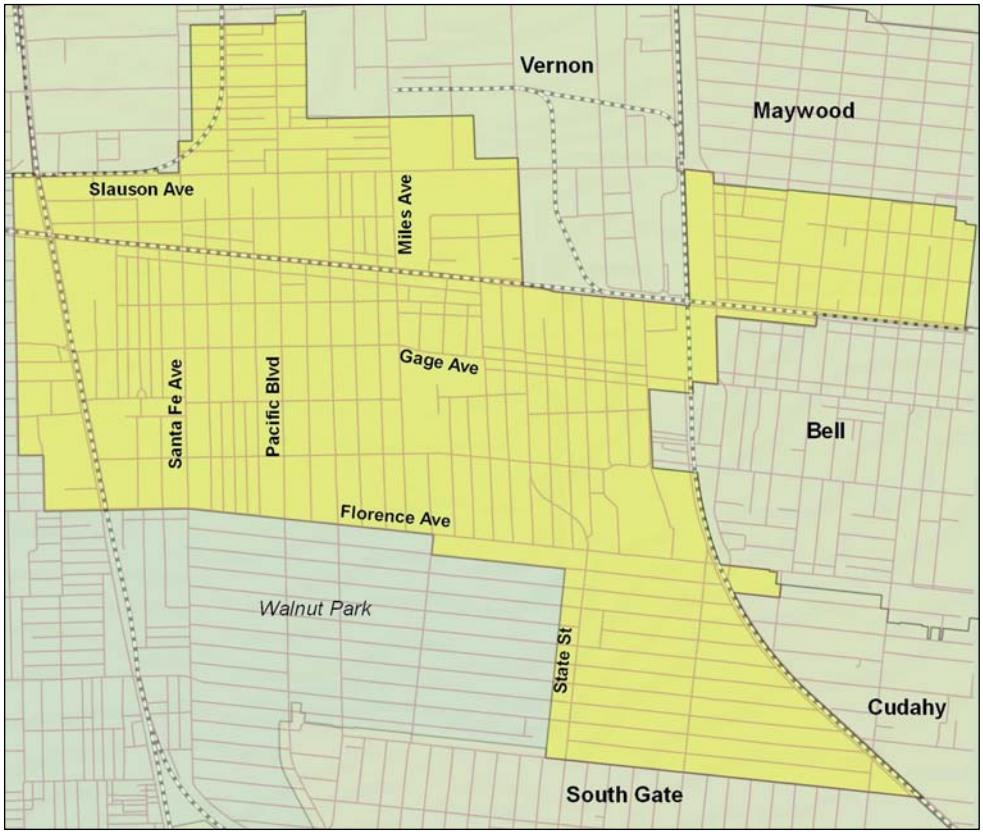



**EXHIBIT 2-3. A MAP OF THE CITY OF HUNTINGTON PARK**

The City of Huntington Park contains a variety of uses; however, the most prominent land use in the City is residential. Extensive residential development of varying densities is observed east of Seville Avenue, extending east to the City's easternmost boundary, north to the City's northernmost boundary, and south to the City's southernmost boundary. Residential land uses are also located west of Pacific Avenue and extend as far west as Regent Street. Commercial development is found along the major roadways that traverse the City including Slauson Avenue, Pacific Boulevard, Gage Avenue, Santa Fe Avenue, and Florence Avenue. In addition, small pockets of commercial development occupy the frontages along many of the residential streets. The heaviest concentration of commercial uses is located in the City's downtown area along the Pacific Boulevard corridor which functions as the City's central business district.

The City's industrial areas are located within the northern and western portion of the City. Industrial land uses extend from the City's northern border with Vernon along Slauson Avenue and 52nd Street, and westerly to the City's border with unincorporated Los Angeles County along Wilmington Avenue. The City's main industrial district is generally bounded by Santa Fe Avenue, Pacific Boulevard, the City of Vernon to the east and Randolph Street to the south. Alameda Street, a major north-south arterial route, passes through the western portion of the City. The Alameda Corridor, a 20-mile long rail cargo expressway, extends through the center of Alameda Street. The portion of the Alameda Corridor that traverses the City is located within the 33-foot deep Mid-Corridor Trench.

# 2.2 PROJECT DESCRIPTION

## 2.2.1 OVERVIEW OF DRAFT GENERAL PLAN

The City of Huntington Park General Plan is comprised of the following Elements in accordance with the State of California Planning, Zoning, and Development laws:

- The *Land Use & Community Development Element* indicates the general location and distribution of the existing and permitted land uses in the City. The Land Use and Community Development Element also considered issues related to urban design and economic development.

- The *Mobility & Circulation Element* indicates the general location and the extent of existing and proposed roadway improvements and provides standards for roadway design and level of service standards.

- The *Resource Management Element* meets the State-mandated requirements for the conservation and open space elements. The Resource Management Element provides for the conservation, development, and use of natural resources. This Element also addresses air quality, water quality, historic resources, and parks and recreation.

- The *Health & Safety Element* provides for the protection of the community from a variety of man-made and natural hazards. Other related issues addressed in the Health and Safety Element include environmental hazards and noise.

- The *Housing Element* evaluates the existing and projected housing needs of the City and establishes policies and programs that will be effective in the preservation, improvement, and development of housing that will accommodate the City's future housing need.

State law requires every city and county to prepare and adopt a comprehensive general plan that consists of seven mandatory elements: land use, housing, circulation, safety, conservation, open space, and noise.[5]

## 2.2.2 GENERAL PLAN'S WRITTEN POLICIES

The Draft General Plan contains a number of goals and policies that serve as the policy framework for the future land use and development policy for the City of Huntington Park. A policy is a specific statement that guides decision-making and it indicates a clear commitment of the local legislative body. A policy is based on a general plan's goals and objectives as well as the analysis of data and is effectuated by implementation measures. Consequently, a realistic policy is one that is adopted by local legislators who are mindful of a General Plan's implementation. For a policy to be useful as a guide to the decision-makers, it must be clear and unambiguous. The Draft General Plan includes goals and policies for each of the individual elements that comprise the plan.

[5] California Government Code Section 65300, et. seq.

The goals and policies serve as the constitutional framework for the general plan and, as a result, must be consistent with it. For example, if there are policies that call for the development of larger community parks, though no such facilities are identified on a map or standards for such facilities are not provided, then there is an internal conflict within the general plan. As a result, the policies provide the written foundation for the General Plan's overall legislative direction. Table 2-1 provided below and on the pages that follow indicate those policies that have been included in the Draft General Plan. In the analysis of potential impacts related to the Draft General Plan's implementation, these policies will also serve as mitigation measures which will reduce or eliminate a potential adverse environmental impact associated with new development.

**TABLE 2-1**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| **Land Use and Community Development Element** |
|---|
| ***Land Use & Community Development Element Policy 1.*** The City of Huntington Park shall maintain and preserve those industrial and commercial areas of the City while preventing land use conflicts through comprehensive land use planning and environmental review. |
| ***Land Use & Community Development Element Policy 2.*** The City of Huntington Park shall promote mixed-use development (residential, retail, and commercial uses) in key activity areas of the City as indicated on the Land Use Policy Map. |
| ***Land Use & Community Development Element Policy 3.*** The City of Huntington Park shall continue to support the development of senior housing in locations with convenient access to commercial uses, services, and public transportation. |
| ***Land Use & Community Development Element Policy 4.*** The City of Huntington Park shall encourage single room occupancy (SROs) uses in the Central Business District and SRO/Commercial Mixed Use Overlay as a means to provide affordable housing. |
| ***Land Use & Community Development Element Policy 5.*** The City of Huntington Park shall require that multi-family development provide adequate buffers (such as decorative walls and landscaped setbacks) to prevent impacts on surrounding neighborhoods due to noise, traffic, parking, light and glare, and differences in scale as a means to ensure privacy and to provide visual compatibility. |
| ***Land Use & Community Development Element Policy 6.*** The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. |
| ***Land Use & Community Development Element Policy 7.*** The City of Huntington Park shall ensure that new industrial development does not lead to any environmental impacts related to contamination, excessive noise, air pollution, and truck traffic. |
| ***Land Use & Community Development Element Policy 8.*** The City of Huntington Park shall develop and implement an amortization program to require legal non-conforming uses to meet current building code and zoning requirements. |
| ***Land Use & Community Development Element Policy 9.*** The City of Huntington Park shall encourage the growth and expansion of local businesses through a streamlined permit approval processes. |
| ***Land Use & Community Development Element Policy 10.*** The City of Huntington Park shall actively promote the City as a place for businesses to locate through marketing, advertising, and cooperation with the local Chamber of Commerce. |
| ***Land Use & Community Development Element Policy 11.*** The City of Huntington Park shall target certain businesses and industries that will benefit the local market. |
| ***Land Use & Community Development Element Policy 12.*** The City of Huntington Park shall maintain, market, and further develop the Pacific Boulevard corridor as a regional retail destination. |
| ***Land Use & Community Development Element Policy 13.*** The City of Huntington Park shall require that new and rehabilitated residential, commercial, and light industrial development located adjacent to pedestrian and recreational amenities provide linkages to those amenities including ground-level access; pedestrian-oriented ground-floor uses; and locating on-site parking away from pedestrian-oriented areas. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Land Use & Community Development Element Policy 14.*** The City of Huntington Park shall oversee the preparation of urban design guidelines that, together with the City's Zoning Ordinance, will serve as a design guide for new development and rehabilitation. |
| ***Land Use & Community Development Element Policy 15.*** The City of Huntington Park shall establish a consistent design vocabulary for all public signage, including fixture type, lettering, colors, symbols, and logos. |
| ***Land Use & Community Development Element Policy 16.*** The City of Huntington Park shall locate distinctive public signage and landscaping for key entry points into the City and will require that signage on commercial structures be compatible and integrated with the surrounding area. |
| ***Land Use & Community Development Element Policy 17.*** The City of Huntington Park shall use various land use and development incentives to facilitate the revitalization of underutilized or blighted properties. |
| ***Land Use & Community Development Element Policy 18.*** The City of Huntington Park shall continue to require property maintenance through continued Code Enforcement efforts. |
| ***Land Use & Community Development Element Policy 19.*** The City of Huntington Park shall continue to pursue funding sources to assist in the implementation of residential and commercial rehabilitation programs. |
| ***Land Use & Community Development Element Policy 20.*** The City of Huntington Park shall continue to encourage the restoration and rehabilitation of properties eligible for inclusion on the National Register of Historic Places and will support tax credit incentives of the National Trust for Historic Preservation. |
| ***Land Use & Community Development Element Policy 21.*** The City of Huntington Park shall require that new development(s) pay their "Fair Share" for the provision of the necessary infrastructure and other support services that will be required to serve the development. |
| ***Land Use & Community Development Element Policy 22.*** The City of Huntington Park shall work with the Huntington Park Police Department and the Los Angeles County Fire Department to ensure that sufficient resources continue to be available to meet the existing and projected service demands. |
| ***Land Use & Community Development Element Policy 23.*** The City of Huntington Park shall require all new development, including commercial, industrial, and residential development to install fire protection systems, including automatic sprinkler systems. |
| ***Land Use & Community Development Element Policy 24.*** The City of Huntington Park shall enhance public crime prevention awareness through the development of new or expanded educational programs (in both Spanish and English) that address personal safety awareness, neighborhood watch programs, and the City shall take into account public safety in the design of new developments. |
| ***Land Use & Community Development Element Policy 25.*** The City of Huntington Park shall cooperate with surrounding jurisdictions in the review and implementation of larger development projects in the region. |
| ***Land Use & Community Development Element Policy 26.*** The City of Huntington Park shall work with public agencies in the region so as to avoid the duplication of services. |
| ***Land Use & Community Development Element Policy 27.*** The City of Huntington Park shall coordinate with the Los Angeles Unified School District as it expands and upgrades existing educational facilities. |
| ***Land Use & Community Development Element Policy 28.*** The City of Huntington Park shall work with the library system to identify the service needs. |
| ***Land Use & Community Development Element Policy 29.*** The City of Huntington Park shall work closely with local water purveyors in determining future area needs to identify and implement water conservation programs. |
| ***Land Use & Community Development Element Policy 30.*** The City of Huntington Park shall ensure that adequate water and sewer service is available as new development occurs. |
| ***Land Use & Community Development Element Policy 31.*** The City of Huntington Park shall continue to require the use of drought-resistant landscaping to reduce water use. |
| ***Land Use & Community Development Element Policy 32***. The City of Huntington Park shall strive to correct identified storm drain deficiencies and develop a long-range program for replacing aging drainage system components. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Land Use & Community Development Element Policy 33.*** The City of Huntington Park shall work closely with the County of Los Angeles and other responsible agencies so as to reduce solid waste generated in the City. |
| ***Land Use & Community Development Element Policy 34***. The City of Huntington Park shall explore the creation of City-managed recycling drop-off stations in the City. |
| ***Land Use & Community Development Element Policy 35***. The City of Huntington Park shall encourage waste reduction, recycling, and use of recycled materials within City government. |
| ***Land Use & Community Development Element Policy 36.*** The City of Huntington Park shall encourage composting as an alternative to disposal for solid wastes. |
| ***Mobility & Circulation Element Policy 1.*** The City of Huntington Park shall design and employ appropriate traffic control measures to ensure City streets and roads function with safety and efficiency and shall coordinate street system improvements and signalization with regional transportation efforts. |
| ***Mobility & Circulation Element Policy 2.*** The City of Huntington Park shall design local, collector, and residential streets to discourage their use as through traffic routes. |
| **Mobility & Circulation Element** |
| ***Mobility & Circulation Element Policy 3.*** The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to identify measures to mitigate the traffic impacts. |
| ***Mobility & Circulation Element Policy 4.*** As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate along heavily traveled arterials. |
| ***Mobility & Circulation Element Policy 5.*** The City of Huntington Park shall support completion of planned improvements to the Long Beach Freeway (I-710). |
| ***Mobility & Circulation Element Policy 6.*** The City of Huntington Park shall coordinate the development of arterial streets with the Los Angeles County Congestion Management Plan to assure that arterial streets will be compatible with those of neighboring jurisdictions. |
| ***Mobility & Circulation Element Policy 7.*** The City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the Eco-Rapid Transit Authority. |
| ***Mobility & Circulation Element Policy 8.*** The City of Huntington Park shall coordinate the development of goods movement system that will reduce the impact of trucks on the local traffic and the street infrastructure. |
| ***Mobility & Circulation Element Policy 9.*** The City of Huntington Park shall support the implementation of employer traffic demand management (TDM) as required in the City's TDM Ordinance. |
| ***Mobility & Circulation Element Policy 10.*** The City of Huntington Park shall require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions. |
| ***Mobility & Circulation Element Policy 11.*** The City of Huntington Park shall promote ridesharing through publicity and outreach to the public. |
| ***Mobility & Circulation Element Policy 12.*** The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as apportioning preferred parking for ridesharing. |
| ***Mobility & Circulation Element Policy 13.*** The City of Huntington Park shall work with the MTA to develop improved connections to the Blue Line and encourage the MTA to upgrade its transit station located at Slauson Avenue. |
| ***Mobility & Circulation Element Policy 14.*** The City of Huntington Park shall work with the MTA to identify needs for additional local and express bus service to Huntington Park. |
| ***Mobility & Circulation Element Policy 15.*** The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Mobility & Circulation Element Policy 16.*** The City of Huntington Park shall provide for safety of pedestrians and bicycles in the planning and construction of new roadway and transit projects. |
| ***Mobility & Circulation Element Policy 17.*** The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways. |
| **Mobility & Circulation Element Policy 18.** The City of Huntington Park shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths. |
| **Mobility & Circulation Element Policy 19.** The City of Huntington Park shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments. |
| **Mobility & Circulation Element Policy 20.** The City of Huntington Park shall review the City's off-street parking requirements and revise as necessary to conform to actual parking demands. |
| **Mobility & Circulation Element Policy 21.** Joint use of parking facilities may be granted as part of an area plan or site plan in the City of Huntington Park, depending on the peak parking generation of the permitted uses in the planning area. |
| **Mobility & Circulation Element Policy 22.** The City of Huntington Park shall establish a parking overlay zone and designate appropriate areas of the Land Use Plan Map to facilitate the development of parking facilities through such methods as alley vacation and lot consolidation. |
| **Mobility & Circulation Element Policy 23.** The City of Huntington Park shall explore the feasibility of on-street parking restrictions in certain areas of the City. |
| **Mobility & Circulation Element Policy 24.** The City of Huntington Park shall limit primary truck routes to major arterials to lessen the impacts to the residential neighborhoods. |
| **Mobility & Circulation Element Policy 25.** The City of Huntington Park shall maintain truck routes to appropriate design standards to safely accommodate truck volumes. |
| **Mobility & Circulation Element Policy 26.** The City of Huntington Park shall require all truck parking and queuing to occur outside of the public rights-of-ways. |
| **Mobility & Circulation Element Policy 27.** The City of Huntington Park will continue to require truck loading areas that do not interfere with nearby traffic circulation. |
| **Resource Management Element Policy 1.** The City of Huntington Park shall endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips. |
| **Resource Management Element Policy 2.** The City of Huntington Park shall participate in regional and statewide measures to address global warming. |
| **Resource Management Element** |
| **Resource Management Element Policy 3.** The City of Huntington Park shall encourage the improvement of existing, and the development of new, shuttle, and transit systems to reduce vehicular trips and air pollution. |
| **Resource Management Element Policy 4.** The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use. |
| **Resource Management Element Policy 5.** The City of Huntington Park shall protect groundwater resources from depletion and pollution. |
| **Resource Management Element Policy 6**. The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible. |
| ***Resource Management Element Policy 7.*** The City of Huntington Park shall comply with Statewide measures that are designed to promote a reduction in water use. |
| **Resource Management Element Policy 8**. The City of Huntington Park shall implement a water conservation ordinance that includes the installation of xeriscape and water-conserving plumbing fixtures. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| **Resource Management Element Policy 9.** The City of Huntington Park shall encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials. |
| **Resource Management Element Policy 10.** The City of Huntington Park shall establish, update, and implement building code requirements in accordance with State Title 24 energy and low impact development (LID) regulations. |
| **Resource Management Element Policy 11.** The City of Huntington Park shall promote the use of solar panels as a mean to reduce electricity usage. |
| **Resource Management Element Policy 12.** The City of Huntington Park shall promote the use of energy-efficient lighting throughout the City. |
| **Resource Management Element Policy 13.** The City of Huntington Park shall promote the preservation of important historic resources in the City, including but not limited to, the ongoing implementation of the City's Historic Preservation Ordinance. |
| **Resource Management Element Policy 14.** The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the ~~revised~~ revision of new development proposals. |
| **Resource Management Element Policy 15.** The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments. |
| **Resource Management Element Policy 16.** The City of Huntington Park shall strive to maintain parkway landscaping throughout the City. |
| **Resource Management Element Policy 17.** The City of Huntington Park shall provide an active and passive park system and recreational facilities, based on the distribution of population within the City so as to serve the needs of residents of all ages, economic levels, and physical conditions. |
| **Resource Management Element Policy 18.** The City of Huntington Park shall upgrade existing park facilities to improve park use and appearance and shall utilize opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad right-of-ways. |
| **Resource Management Element Policy 19.** The City of Huntington Park shall encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities. |
| **Resource Management Element Policy 20.** The City of Huntington Park shall coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands. |
| **Health & Safety Element** |
| ***Health & Safety Element Policy 1.*** The City of Huntington Park shall continue to implement the City's seismic hazard abatement program for existing un-reinforced buildings. |
| ***Health & Safety Element Policy 2.*** In areas with liquefaction potential, the City of Huntington Park shall require review of soils and geologic conditions, and if necessary, on-site borings, to determine liquefaction susceptibility of the proposed site. |
| ***Health & Safety Element Policy 3.*** The City of Huntington Park shall maintain and periodically review emergency procedures for earthquakes in the City's Disaster Response Plan. |
| ***Health & Safety Element Policy 4.*** The City of Huntington Park shall promote earthquake preparedness within the community by participation in quake awareness programs, including distribution of brochure materials in Spanish and English. The City will encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, and implement other preventive measures. |
| ***Health & Safety Element Policy 5.*** The City of Huntington Park shall work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to relieve local flooding problems in Huntington Park. |
| ***Health & Safety Element Policy 6.*** The City of Huntington Park shall support the Army Corps of Engineers to expand the capacity of the Rio Hondo and Los Angeles River channels. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Health & Safety Element Policy 7.*** The City of Huntington Park shall prepare and maintain a master drainage plan. |
| ***Health & Safety Element Policy 8***. The City of Huntington Park shall require local drainage-related improvements to be implemented as part of new development approvals. |
| ***Health & Safety Element Policy 9.*** The City of Huntington Park shall enforce building code requirements for new construction that ensure provision of adequate fire protection. |
| ***Health & Safety Element Policy 10.*** The City of Huntington Park shall maintain mutual aid agreements with surrounding jurisdictions for fire protection. |
| ***Health & Safety Element Policy 11.*** The City of Huntington Park shall maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings. |
| ***Health & Safety Element Policy 12.*** The City of Huntington Park shall maintain and periodically review procedures for managing fire emergencies in the City's Disaster Response Plan. |
| ***Health & Safety Element Policy 13.*** The City of Huntington Park shall locate new and existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be sensitive to such activities. |
| ***Health & Safety Element Policy 14.*** The City of Huntington Park shall coordinate with Los Angeles County in sponsoring regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal. |
| ***Health & Safety Element Policy 15.*** The City of Huntington Park shall cooperate with the County in local implementation of applicable portions of the Los Angeles Hazardous Waste Management Plan. |
| ***Health & Safety Element Policy 16.*** The City of Huntington Park shall consult with companies operating underground pipelines, as well as the Public Utilities Commission and Office of Pipeline Safety, to determine the likelihood of explosion or rupture in case of accident or earthquake and shall ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information about each line. |
| ***Health & Safety Element Policy 17.*** The City of Huntington Park shall maintain and regularly update the City's Disaster Response Plan. |
| ***Health & Safety Element Policy 18.*** The City of Huntington Park shall hold emergency drills to test the effectiveness of emergency preparedness plans. |
| ***Health & Safety Element Policy 19.*** The City of Huntington Park shall periodically inspect emergency shelters to ensure that equipment and supplies are available and operational. |
| ***Health & Safety Element Policy 20.*** The City of Huntington Park shall sponsor and support bilingual public education programs on emergency preparedness and disaster response. The City will distribute information about emergency planning to community groups, schools, churches, and business associations. |
| ***Health & Safety Element Policy 21.*** The City of Huntington Park shall ensure the inclusion of noise mitigation measures in the design of new roadway projects in Huntington Park. |
| ***Health & Safety Element Policy 22.*** The City of Huntington Park shall enforce City, State, and Federal noise standards, especially those for mufflers and modified exhaust systems. |
| ***Health & Safety Element Policy 23***. The City of Huntington Park shall monitor noise from buses and other heavy vehicles in residential areas. If necessary, the City will consider alternate circulation routes for those types of vehicles. |
| ***Health & Safety Element Policy 24.*** The City of Huntington Park shall discourage through-traffic in residential neighborhoods. |
| ***Health & Safety Element Policy 25.*** The City of Huntington Park shall ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Health & Safety Element Policy 26.*** The City of Huntington Park shall establish standards for all types of noise not yet governed by local ordinances or preempted by State or Federal law. |
| ***Health & Safety Element Policy 27.*** The City of Huntington Park shall require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. |
| ***Health & Safety Element Policy 28.*** The City of Huntington Park shall discourage and, if necessary, prohibit the location of noise-sensitive land uses in noisy environments. |
| ***Health & Safety Element Policy 29.*** The City of Huntington Park shall review the City's existing noise ordinances and revise them as necessary to better regulate noise-generating uses. The City will ensure strict enforcement. |
| ***Health & Safety Element Policy 30.*** The City of Huntington Park shall consider adoption of a comprehensive City Noise Ordinance to regulate hours of operation and control excessive noise from lawn blowers, trimmers, construction activity, street sweepers, machinery, and other disturbances. |
| ***Health & Safety Element Policy 31.*** The City of Huntington Park shall reduce noise generated by building activities by requiring sound attenuation devices on construction equipment. |
| ***Health & Safety Element Policy 32.*** The City of Huntington Park shall establish and maintain coordination among the agencies involved in noise abatement. |
| **Housing Element** |
| ***Housing Element Policy 1.*** The City of Huntington Park shall promote the maintenance of the existing housing units and shall require property owners to maintain their housing so the units are safe, healthful, and aesthetically pleasing. |
| ***Housing Element Policy 2.*** The City of Huntington Park shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. |
| ***Housing Element Policy 3.*** The City of Huntington Park shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing |
| ***Housing Element Policy 4.*** The City of Huntington Park, where possible, shall work with property owners to bring any illegal additions or building construction up to the current Building Code and other health and safety code requirements. |
| ***Housing Element Policy 5.*** The City of Huntington Park shall encourage an adequate supply of dwelling units to meet the needs of all income groups through its General Plan. |
| ***Housing Element Policy 6.*** The City of Huntington Park shall promote the development of new owner-occupied housing units to meet the housing demand for moderate and upper income households. |
| ***Housing Element Policy 7.*** The City of Huntington Park shall continue to cooperate with other public agencies and NGOs as a means to maintain and preserve the existing emergency and transitional housing in certain areas of the City. |
| ***Housing Element Policy 8.*** The City of Huntington Park shall ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas. |
| ***Housing Element Policy 9.*** The City of Huntington Park shall assist developers in the identification of land suitable for housing developments for medium- and lower-income families and individuals. |
| ***Housing Element Policy 10.*** The City of Huntington Park shall explore opportunities for new residential development within those areas of the City occupied by vacant and obsolete commercial and industrial uses. |
| ***Housing Element Policy 11.*** The City of Huntington Park shall work to ensure that potential sites for residential development, located in those areas that were previously occupied by non-residential land uses, are investigated to determine whether or not previous on-site uses present potential health risks. |
| ***Housing Element Policy 12***. The City of Huntington Park shall implement new land use designations, such as Mixed Use, for key areas of the City that could accommodate such development. |

**TABLE 2-1 (CONTINUED)**
**CITY OF HUNTINGTON PARK GENERAL PLAN UPDATE - SUMMARY OF POLICIES**

| |
|---|
| ***Housing Element Policy 13.*** The City of Huntington Park shall continue to review and streamline administrative procedures for processing development permits and establish finite time limits for such approvals so as to minimize the time, costs, and uncertainty associated with development. |
| ***Housing Element Policy 14.*** The City of Huntington Park shall periodically review and update development codes and standards to minimize their impact on new development. |
| ***Housing Element Policy 15.*** The City of Huntington Park shall explore innovative strategies that will facilitate the planning and design review process while providing clear and consistent direction to housing developers and property owners. |
| ***Housing Element Policy 16.*** The City of Huntington Park shall continue to cooperate with other public agencies and the adjacent cities in identifying strategies to promote and facilitate new housing construction. |
| ***Housing Element Policy 17.*** The City of Huntington Park shall ensure that all persons with special housing needs, such as the elderly and handicapped, have an adequate choice of suitable dwelling units. |
| ***Housing Element Policy 18***. The City of Huntington Park shall ensure adequate housing and high quality community services for all persons regardless of income, age, race, sex, marital status, or ethnic background. |
| ***Housing Element Policy 19***. The City of Huntington Park shall vigorously oppose those prejudices, practices, and market behaviors that result in housing discrimination. |
| ***Housing Element Policy 20***. The City of Huntington Park shall cooperate with other public agencies involved in the enforcement of laws aimed at promoting access to housing (fair housing laws) and non-discrimination. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 2.2.3 OVERVIEW OF DRAFT GENERAL PLAN LAND USE PLAN

The Land Use and Community Development Element contains the following major base zone districts:

- *Residential Development.* The General Plan includes a three residential land use designations, Residential-Low (R-L), Residential-Medium (R-M), and Residential-High (R-H), are applicable to residential development. The R-L designation generally applies to single-family detached residential development. The R-M designation generally applies to higher density single-family residential development, duplexes, and lower density multiple-family developments. Finally, the R-H designation zone applies to higher density multiple-family developments.

- *Commercial Development.* Three commercial land use designations apply to commercial development. The C-P (Commercial, Professional) designations apply to office, medical, and professional services. The C-N (Commercial, Neighborhood) designation generally applies to small neighborhood-serving commercial and retailing uses. Finally, the C-G (Commercial-General) designation applies to larger commercial centers and districts.

- *Industrial Development.* A single land use designation, MPD (Industrial Planned Development) is applicable to industrial development.

Exhibit 2-4 is land use map indicating the location and extent of permitted development and land uses in the City. Table 2-2 shows the City's existing zoning designations.

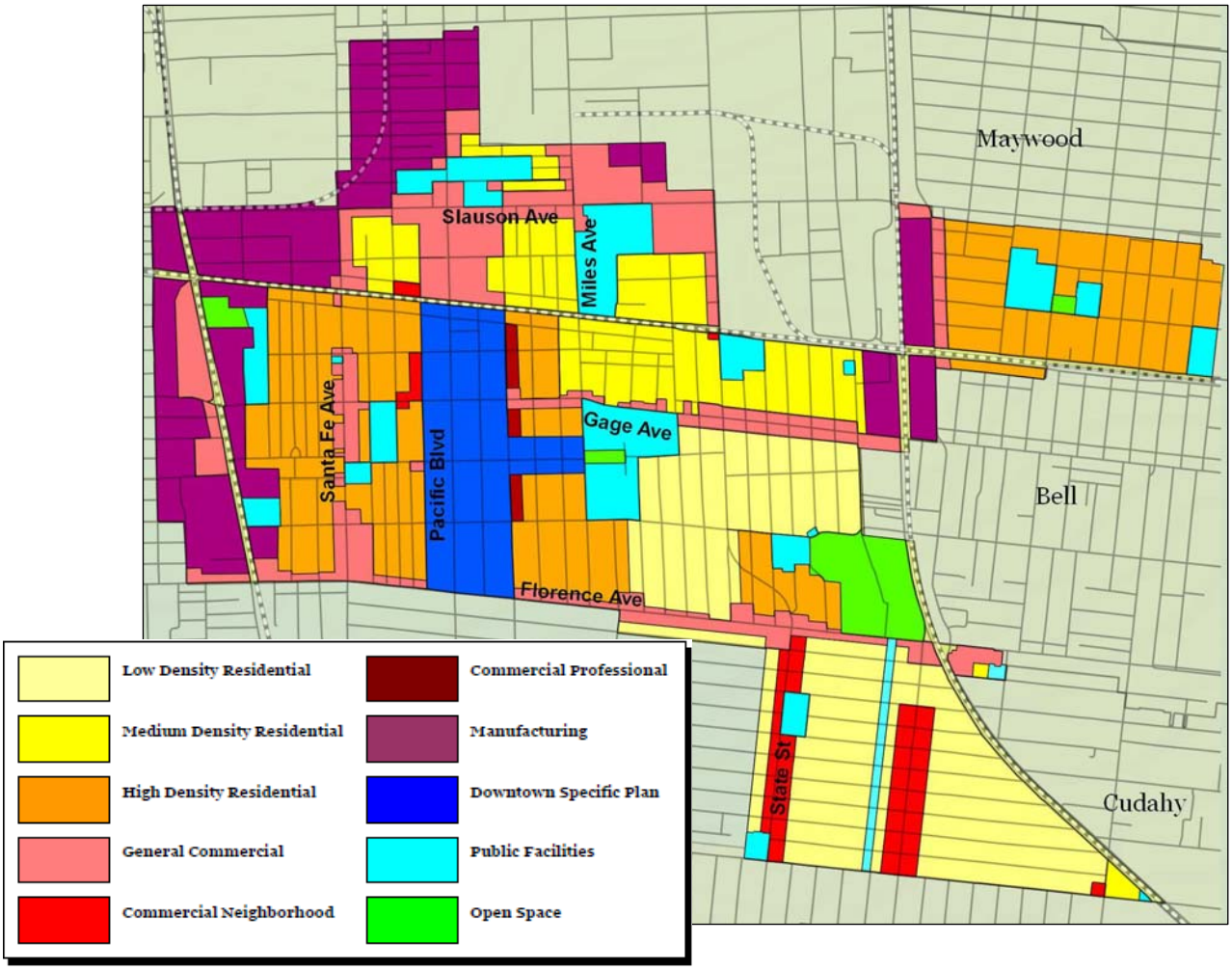



**EXHIBIT 2-4. A GENERALIZED LAND USE MAP OF THE CITY**

Table 2-2 shows the City's existing zoning designations.

**Table 2-2**
**City of Huntington Park Land Use Designations**

| Zone (General Plan Designation) | Uses | Density (DU/acre or FAR) | Min. Lot Size | Min. Lot Coverage | Max. Height |
|---|---|---|---|---|---|
| R-L (Residential, Low) | Single-family | 8.7 DU/Ac. | 5,000 sq. ft. | 45% | 35 ft. |
| R-M (Residential, Medium) | Single-family, Duplex | 17.4 DU/Ac. | 5,000 sq. ft. | 55% | 35 ft. |
| R-H (Residential, High) | Condominiums, Apartments | 20.0 DU/Ac. | 5,000 sq. ft. | 65% | 45 ft. |
| C-P (Commercial Professional) | Offices, Medical, Services | 1 to 1 FAR | 5,000 sq. ft. | None | 40 ft. |

**Table 2-3**
**City of Huntington Park Land Use Designations**

| Zone (General Plan Designation) | Uses | Density (DU/acre or FAR) | Min. Lot Size | Min. Lot Coverage | Max. Height |
|---|---|---|---|---|---|
| C-N (Commercial, Neighborhood) | Small Commercial | 1 to 1 FAR | 5,000 sq. ft. | None | 30 ft. |
| C-G (Commercial, General) | Retail and Commercial | 1 to 1 FAR | 5,000 sq. ft. | None | 40 ft. |
| MPD (Industrial Planned Dev.) | Manufacturing | 2 to 1 FAR | 5,000 sq. ft. | None | None |
| OS (Open Space) | Incidental to Primary Use | None | None | None | None |

Source: Huntington Park Zoning Code, 2016

In addition to the aforementioned base zone districts, the City of Huntington Park Zoning Code includes a number of *overlay zones*. Overlay zoning is a regulatory tool that creates a special zoning district, placed over an existing base zone that identifies special provisions in addition to those in the underlying base zone. An overlay zone can share common boundaries with the base zone or cut across base zone boundaries. Special regulations or incentives are included in the overlay zone to facilitate certain regulations in the geographic area that is subject to the overlay zone. The overlay zones included in the City of Huntington Park Zoning Code are outlined below:

- *Medium Density Overlay Zone.* The purpose of this overlay zoning district is to provide for multi-family residential units up to 17.42 units per acre within the underlying commercial zoning district. The Medium Density Overlay zoning district identifies parcels that are suitable for the development of medium density housing, either as the primary use on the parcel or in conjunction with other uses.

- *Parking Overlay Zone.* The purpose of this overlay zoning district is to provide for the identification of areas where private owners and/or the City are encouraged to acquire property for off-street parking facilities. The Parking Overlay Zone designates parcels which are suitable for off-street parking facilities.

- *Senior Citizen Housing Overlay Zone.* The purpose of this overlay zoning district is to provide for senior citizen housing at up to 225 dwelling units per acre, generally located in high-rise developments with shared open space, meeting facilities, and reduced parking requirements. Single Room Occupancy (SRO) facilities are also allowed at up to 400 units per acre.

- *Single Room Occupancy Overlay Zone.* The purpose of this overlay zoning district is to provide for alternative types of residential living opportunities to help meet the needs of the community. All Single Room Occupancy (SRO) facilities allowed under this overlay zoning district shall be developed/operated in compliance with the provisions/standards contained in Chapter 3, Article 1 (Single Room Occupancy Facilities).

- *Special Use Overlay Zone.* The purpose of this overlay zoning district is to accommodate adult-oriented businesses in certain areas of the City while minimizing the negative secondary effects, to the extent feasible, on surrounding areas.

- *Affordable Housing Overlay Zone.* The purpose of this zoning district is to facilitate the development of affordable family housing at densities up to seventy (70) dwelling units per acre. Senior citizen housing at a density of 225 units per acre and single room occupancy (SRO) facilities at a density of 400 units per acre is also permitted.

- *Historic District Overlay District.* The purpose of this zoning district is to preserve historic structures within this area of the City and to facilitate the development of affordable family housing at densities up to seventy (70) dwelling units per acre. Senior citizen housing at a density of 225 units per acre and single room occupancy (SRO) facilities at a density of 400 units per acre is also permitted.

The City's overlay zones are summarized in Table 2-3.

**Table 2-3**
**City of Huntington Park Zoning Ordinance, Special, and Overlay Zones**

| Zone | Uses | Density (DU/acre or FAR) | Min. Lot Size | Min. Lot Coverage | Max. Height |
|---|---|---|---|---|---|
| Medium Density Overlay Zone | Medium Density Housing | 17.424 DU/Ac. | 5,000 sq. ft. | 55% | 35 ft. |
| Parking Overlay Zone | Off-Street Parking | None | None | None | None |
| Special Use Overlay Zone | Adult Use Overlay | 1 to 1 FAR | 5,000 sq. ft. | None | None |
| Affordable Housing Overlay Zone | Affordable Housing | 70 DU/Ac. | The Base Zone regulations will apply. | | |
| | Senior Housing | 225 DU/Ac. | | | |
| | SRO Housing | 400 DU/Ac. | | | |
| Historic District Overlay Zone | Preserve historic districts. | The Base Zone regulations will apply. | | | |

Source: Huntington Park Zoning Code, 2015.

The City has adopted a single specific plan, the Downtown Specific Plan (DTSP) that is applicable to the central business district or downtown. The purpose of the DTSP is to create a unique and identifiable downtown area for Huntington Park that is an economically vibrant, pedestrian-oriented destination. The DTSP builds upon and refines, economic development strategies developed specifically for the downtown area focusing on beautification of public spaces and streetscapes and storefront. An overall goal of the DTSP is the orderly development of downtown area consistent with the City's General Plan along with the community's vision for the area.

The DTSP covers an area of approximately 85 acres in the City of Huntington Park's Downtown. The DTSP area extends from Randolph Street in the north to Florence Avenue in the south. The eastern boundary is generally Seville Avenue, except for an area that extends along Zoe Avenue to Miles Avenue, and the western boundary is Rugby Avenue. Pacific Boulevard occupies the central portion of the DTSP area and is considered the City's Central Business District. The DTSP divides the downtown area into four Districts (refer to Exhibit 2-5). Within each District there is particular vision for future development. Land use and development standards, as well as design guidelines, give direction for each of these Districts to achieve the future state envisioned by the community. The four Districts are as follows:

- *District A – Gateway*. District A encompasses parcels at the intersections of Randolph Street with Pacific Boulevard and Rita Avenue and Florence Avenue with Rugby Avenue, Pacific Boulevard, Rita Avenue, and Seville Avenue.

- *District B – Festival.* District B encompasses all parcels fronting on Pacific Boulevard, except those parcels at the intersections with Randolph Street and Florence Avenue contained in District A as described above.

- *District C – Neighborhood.* All parcels between Rugby Avenue and Seville Avenue that are not included in District A or District B are part of District C, except for select parcels at the intersection of Seville Avenue and Zoe Avenue.

- *District D – Zoe.* District D encompasses those parcels bordering Zoe Avenue from the alley separating Rita Avenue and Seville Avenue to the intersection with Miles Avenue.

The DTSP offers methods to identify, preserve, and restore architecturally significant buildings while promoting clean, organized, and attractive merchandise display areas, storefronts, and building signage in order to prompt a stronger local identity and to beautify the area. New street improvements, including enhanced paving patterns and a cohesive collection of street furnishings, integrate with an effective way-finding system to create a unique commercial destination. In addition, new development standards provide opportunities for development to occur and thrive while design guidelines encourage and promote quality development. It is the City's intent through this planning and design assignment to continue revitalization trends, set forth a vision for this unique area, and provide an implementation strategy that is creative, realistic, and attractive to private investment.

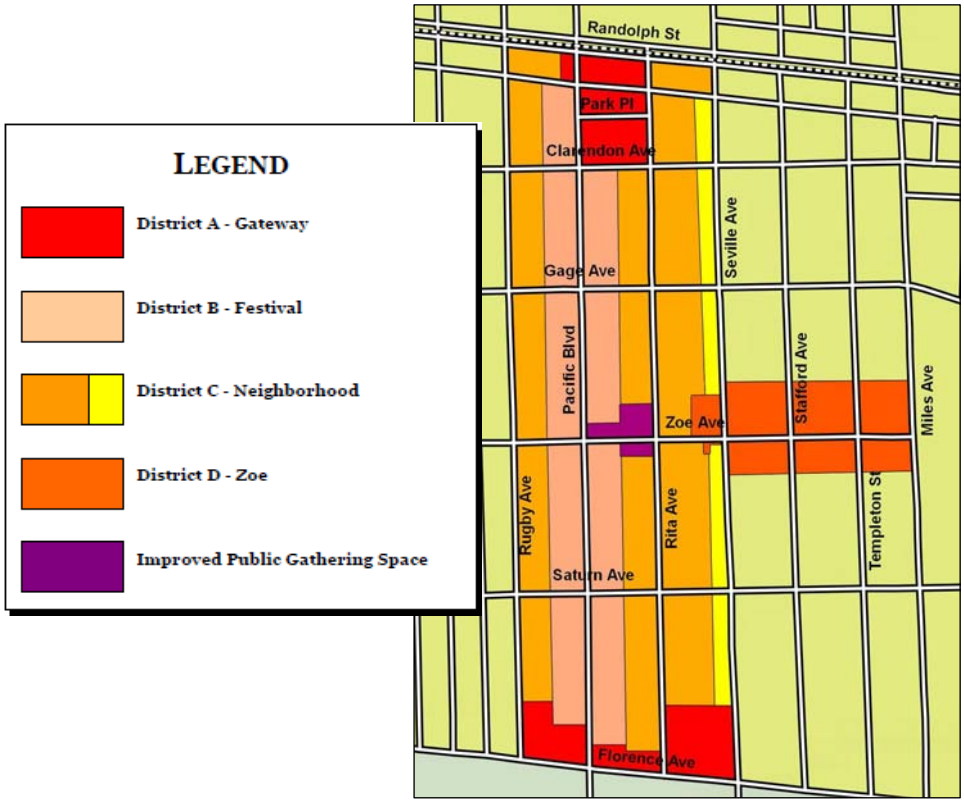



**EXHIBIT 2-5. MAP OF THE DOWNTOWN SPECIFIC PLAN (DTSP)**

## 2.3 CUMULATIVE IMPACT ANALYSIS

CEQA requires that an EIR also consider the cumulative impacts of the proposed project in conjunction with other related projects in the area. The related projects are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. The CEQA Guidelines provide two options for developing assumptions for the analysis of cumulative impacts.[6] The first option is a listing of development projects that includes a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the lead agency. The second option includes a summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

## 2.4 AREAS OF CONTROVERSY

The City initiated a comprehensive visioning program as a means to identify the policy framework for the Draft General Plan Update. This planning effort culminated with the preparation of a vision document

[6] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, §15126.6.*

that identified broad goals and preferred land development patterns expressed by the community that was used to guide the preparation of the Draft General Plan. Hundreds of community members contributed ideas and concerns that were used to create the guiding principles that became the foundation of Huntington Park's vision. A primary benefit of this outreach effort was that potential planning and environmental issues were identified early in the planning process. While this process was designed to address as many issues as possible, there will likely be a number that will continue to remain unresolved during the public review of the Draft General Plan including the following:

- The land use plan will be reviewed by the public and property owners. Some of the recommended land use changes, the new development standards, and the potential implications related to zoning may be issues.

- The policies included in the Draft General Plan will be considered along with the City's ability to implement them during the planning period.

- The programs established as part of the Draft General Plan's adoption may be more difficult to implement given the economic conditions in general, and the fiscal limitations of the City, County, State, and Federal governments, in particular.

## 2.5 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Huntington Park) that call for an exercise of judgment in deciding whether or not to approve a project. For this General Plan Update, the City of Huntington Park Planning Commission will recommend approval of the General Plan. The City of Huntington Park City Council will then approve the General Plan.

# SECTION 3 ENVIRONMENTAL ANALYSIS

## 3.1 SCOPE OF ANALYSIS

The analysis of environmental effects considered in this section of the EIR will assist the City in making a determination as to whether there is a potential for an adverse impact. In terms of the evaluation of potential environmental effects, there are four possible outcomes:

- *No Impact.* The General Plan's implementation will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact.* The General Plan's implementation may have the potential for impacting the environment, although these impacts are likely to be below levels or thresholds that the City or other responsible agencies consider to be significant.

- *Potentially Significant Impact Unless Mitigated.* The General Plan's implementation may have the potential to generate impacts that are considered to represent a significant impact on the environment, though these impacts may be mitigated to levels that are considered to be less than significant.

- *Potentially Significant Impact.* The General Plan's implementation may or is known to represent impacts that are considered significant, even with mitigation.

Thresholds that include criteria and standards used by the Lead Agency, responsible agencies, and trustee agencies are used in the identification of potentially significant effects. The format of the analysis includes the following:

- The discussion of each issue begins with a section entitled *Scope of Analysis* that provides an overview of the analysis called for in the Initial Study prepared for the Draft General Plan.[7]

- The *Environmental Setting* describes the existing conditions with respect to the issue being discussed and serves as the baseline against which the environmental impacts are weighed.

- The section entitled *Thresholds of Significance* indicates those criteria and standards used by the City of Huntington Park (the Lead Agency), responsible agencies, and trustee agencies in the identification of potentially significant impacts.

- The *Environmental Impacts* section indicates the potential impacts for each issue analyzed herein.

[7] The scope of the environmental analysis was determined as part of the preparation and circulation of the Notice of Preparation (NOP) and Initial Study. Copies of the NOP and the Initial Study are included in Appendix A.

- The section entitled *Mitigation Measures* indicates those measures and programs that will be effective in reducing or eliminating an impact.

- Finally, the section entitled *Significant Impacts* indicates the effectiveness of the recommended mitigation in eliminating a potentially significant impact or reducing the impact to levels that are less than significant.

Sources are identified using footnotes. Additional references consulted as part of this Draft EIR's preparation are listed in Section 6.2.

## 3.2 LAND USE AND PLANNING IMPACTS

### 3.2.1 SCOPE OF ANALYSIS

The City of Huntington Park in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis indicated the EIR should evaluate the following:

- The proposed General Plan's potential to physically divide an established community, or otherwise result in an incompatible land use.

- The proposed General Plan's potential to conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

- The proposed General Plan's potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

### 3.2.2 ENVIRONMENTAL SETTING

#### Regulatory Setting

There are a number of existing regulations that will be applicable to any new development and these policies and regulations will be effective in further reducing potential land use impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions with respect to land use and planning impacts are listed on the following page:

- *City of Huntington Park General Plan Land Use Element.* The State requires every City and County to prepare, adopt, and maintain a comprehensive General Plan. The General Plan must address seven major issue areas that include land use. The Land Use Element indicates the location and extent of permitted land uses and development. In addition, the standards for development density and population intensity for each land use designation must be clearly indicated. The Land Use Element is currently being updated as part of the General Plan Update.

- *City of Huntington Park Zoning Ordinance.* The purpose of the Zoning Ordinance is to implement the land use policy of the General Plan. State law recommends the Zoning Ordinance be consistent with the General Plan since both indicate the location and extent of permitted uses. The Zoning Ordinance is more detailed with respect to specific development standards and land use requirements. The City's Zoning Ordinance includes development regulations governing permitted uses, yard areas, building heights, parking requirements, and other standards.

- *Regional Comprehensive Plan.* The Southern California Association of Governments (SCAG) has prepared its 2008 Regional Comprehensive Plan (RCP). The RCP is a regional advisory plan that addresses a number of important regional issues including housing, traffic, transportation, water, and air quality. The RCP serves as an advisory document to local cities and other governmental agencies in the Southern California region. The RCP is designed to promote resource conservation, economic vitality, and a high quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way.[8]

**Existing Land Use and Development in the City**

Huntington Park was largely developed by the 1930's. As a result, the City is an urbanized community that was essentially fully developed prior to the Second World War. Land use and development characteristics are summarized in below.

- The City contains a variety of uses with residential development being the most extensive type of use. Single-family, medium density, and high density residential are the most dominant type of use in the central portion of the City, which is bounded by Randolph Street to the north, the west of side of Stafford Avenue to the west, Florence Avenue to the South, and Bissell Street to the east. Single-family residential development is also found in the southern portion of the City.

- The northeastern portion of the City is generally occupied by high density residential development. High density residential is generally concentrated west of Rugby Avenue, east of Regent Street, south of Randolph Street, and north of Florence Avenue. In addition, medium density residential is located north of Randolph Street.

[8] http://www.scag.ca.gov/rcp/index.htm

- Commercial uses are concentrated along major arterial routes including Pacific Boulevard, Slauson Avenue, Florence Avenue, and Gage Avenue. Neighborhood commercial uses are also located within the southeastern section of the City.

- Industrial uses generally occupy the western portion of the City, with a small pocket located along both sides of the Union Pacific Railroad right-of-way (ROW) in the northeastern section of the City.

Table 3-1 summarizes the distribution of land uses and development in the City.

**Table 3-1**
**Distribution of Existing Land Uses in the City**

| Land Use Category And Description | Area (in acres) | % of City |
|---|---|---|
| Residential (Single Family, Condominiums, Duplex, Triplexes, Fourplexes, and Apartments) | 1,942.99 | 77.8% |
| Commercial (Lots, Stores, Retail, Gas Stations, Auto Repair, Service Stations) | 199.44 | 8.0% |
| Industrial (Warehouse/Lumber yard) | 65.81 | 2.6% |
| Miscellaneous Public Use (Church, Schools, Parks, Auditoriums, Clubs, Lodges, Hospitals, Hotels) | 42.7 | 1.7% |
| Manufacturing | 101.37 | 4.1% |
| Clubs and Lodges | 5.59 | 0.2% |
| Private Utilities | 35.21 | 1.4% |
| Office Buildings | 14.42 | 0.6% |
| Vacant (Residential, Commercial, and Industrial) | 90.41 | 3.6% |
| Total | 2,497.94 | 100.0% |

Source: Blodgett Baylosis Environmental Planning, 2016.

### OVERVIEW OF EXISTING RESIDENTIAL DEVELOPMENT

Residential development is the predominant land use in the City. Various sections of the City are occupied by different residential land uses, which are separated by density. The southeast portion of the City is dominated by single-family residential. Single-family uses extend as far north as Gage Avenue and as far south as the City's southern border with South Gate and unincorporated Walnut Park. In addition, single-family residential uses extend as far west as the west side of Passaic Street to Salt Lake Avenue to the east. Medium density residential uses are separated by Randolph Street and extend just north of Gage Avenue. The aforementioned section of medium density residential is bounded by Templeton Street to the west and by the east side of Bissell Street to the east. Three pockets of medium density residential are located between Slauson Avenue to the north and Randolph Street to the south. One last pocket of medium density residential is located north of Slauson Avenue along the north side of 58th Street and

extends to the City's northern border with Vernon. High density residential is concentrated within the northeastern portion of the City and to the east and west of the downtown area. The concentration of high density residential located to the east of downtown is generally bounded by Randolph Street to the north, Seville Avenue to the west, Florence Avenue to the south, and the eastern side of Mountain View Avenue to the east. The second concentration of high density residential located to the west of downtown is generally bounded by Randolph Street to the north, Florence Avenue to the south, Rugby Avenue to the east, and Regent Street to the west. One small pocket of high density residential is located north of Florence Avenue, west of Salt Lake Avenue, and south of Saturn Avenue.

#### OVERVIEW OF EXISTING COMMERCIAL DEVELOPMENT

Commercial uses are concentrated along major arterial routes including Pacific Boulevard, Slauson Avenue, Florence Avenue, Santa Fe Avenue, and Gage Avenue. Strips of neighborhood commercial uses are located within the southeastern section of the City along both sides of State Street and California Avenue. Pacific Boulevard serves as the City's main commercial thoroughfare. Much of the City's commercial uses are concentrated along Pacific Boulevard, Florence Avenue, and Gage Avenue. The City's Downtown is located along Pacific Boulevard. The Downtown area is bounded on the north by Randolph Street, on the south by Florence Avenue, on the east by Miles Avenue, and on the west by Rugby Avenue. Strip commercial centers are generally located along Florence Avenue.

#### INDUSTRIAL DEVELOPMENT

The City's industrial area is located within the northern and western portion of the City. Industrial land uses extend from the City's northern border with Vernon along Slauson Avenue and 52nd Street, and westerly to the City's border with unincorporated Los Angeles County along Wilmington Avenue. The industrial sector is generally bounded by Santa Fe Avenue, Pacific Boulevard, and the City of Vernon to the east and Randolph Street to the south. Exhibit 3-1 is a generalized land use map indicating the location and extent of development and land uses in the City.

### Zoning Ordinance

The Huntington Park Zoning Code and Zoning Map are the primary implementation ordinances of the land use element. The major base zone districts that regulate land uses and development are listed below:

- *Residential Development.* The General Plan includes a three residential land use designations, Residential-Low (R-L), Residential-Medium (R-M), and Residential-High (R-H), are applicable to residential development. The R-L designation generally applies to single-family detached residential development. The R-M designation generally applies to higher density single-family residential development, duplexes, and lower density multiple-family developments. Finally, the R-H designation zone applies to higher density multiple-family developments.

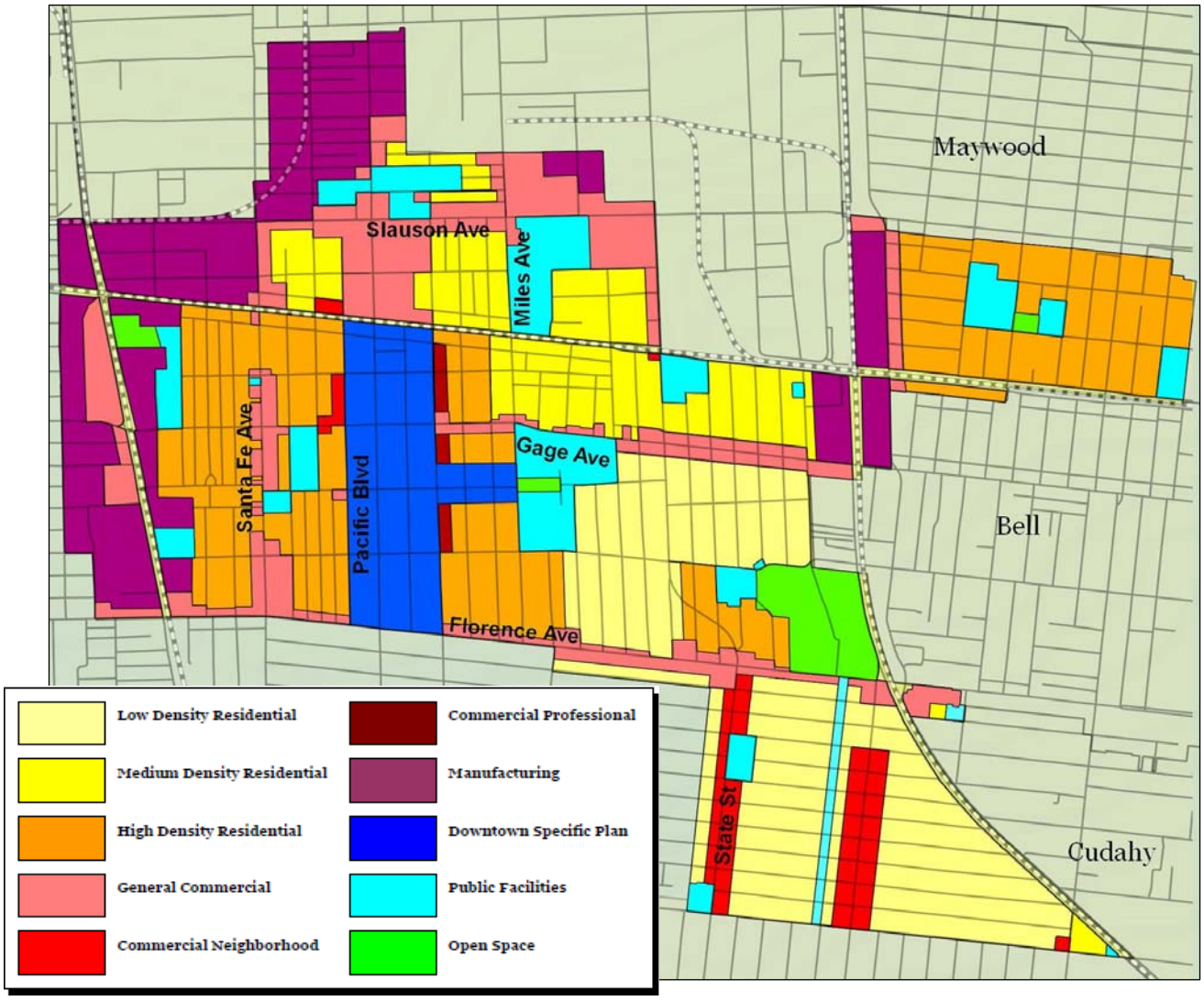



**EXHIBIT 3-1. A GENERALIZED LAND USE MAP OF THE CITY**

- *Commercial Development.* Three commercial land use designations apply to commercial development. The C-P (Commercial, Professional) designation applies to office, medical, and professional services. The C-N (Commercial, Neighborhood) designation generally applies to small neighborhood-serving commercial and retailing uses. Finally, the C-G (Commercial-General) designation applies to larger commercial centers and districts.

- *Industrial Development.* A single land use designation, MPD (Industrial Planned Development) is applicable to industrial development.

The Huntington Park Zoning Code and Zoning Map are the primary implementation ordinances of the Land Use and Community Development Element. The zoning map and ordinance indicate the specific land uses allowed in the City and establish regulations and standards for use and development. The City's Zoning Code consists of eight base zone districts that include the following: R-L, R-M, R-H, C-P, C-N, C-G, MPD, and OS.

**Table 3-2**
**City of Huntington Park Land Use Designations**

| Zone (General Plan Designation) | Uses | Density (DU/acre or FAR) | Min. Lot Size | Min. Lot Coverage | Max. Height |
|---|---|---|---|---|---|
| R-L (Residential, Low) | Single-family | 8.7 DU/Ac. | 5,000 sq. ft. | 45% | 35 ft. |
| R-M (Residential, Medium) | Single-family, Duplex | 17.4 DU/Ac. | 5,000 sq. ft. | 55% | 35 ft. |
| R-H (Residential, High) | Condominiums, Apartments | 20.0 DU/Ac. | 5,000 sq. ft. | 65% | 45 ft. |
| C-P (Commercial Professional) | Offices, Medical, Services | 1 to 1 FAR | 5,000 sq. ft. | None | 40 ft. |
| C-N (Commercial, Neighborhood) | Small Commercial | 1 to 1 FAR | 5,000 sq. ft. | None | 30 ft. |
| C-G (Commercial, General) | Retail and Commercial | 1 to 1 FAR | 5,000 sq. ft. | None | 40 ft. |
| MPD (Industrial Planned Dev.) | Manufacturing | 2 to 1 FAR | 5,000 sq. ft. | None | None |
| OS (Open Space) | Incidental to Primary Use | None | None | None | None |

Source: Huntington Park Zoning Code, 2016

The zoning code also provides for an architectural review board (ARB) that conducts the site plan review for new development or substantial redevelopment. The City's ARB reviews site plans and building plans to ensure that future development is compatible and to ensure compliance with pertinent provisions of the zoning code.

### 3.2.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park, in its capacity as Lead Agency, the proposed General Plan Update is deemed to have a significant impact on land use and development if it results in any of the following:

- The proposed General Plan's potential to physically divide an established community, or otherwise result in an incompatible land use.

- The proposed General Plan's potential to conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

- The proposed General Plan's potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

### 3.2.4 ENVIRONMENTAL IMPACTS

The build-out measure assumes that every parcel of land will ultimately be developed to the maximum density permitted under the applicable land use designation for that parcel. Analysis of the Downtown Specific Plan as well as the overlay zones has been completed prior to the commencement of the comprehensive General Plan update. In general, the General Plan's implementation will not involve any changes in the existing land use policy. The land use plan's major change in land use will involve the change in zoning and development standards within areas of the City identified for Transit Oriented Development. These areas and their corresponding development standards are identified below:

- *Transit Oriented District (TOD) Area 1.* TOD Area 1 extends along the east and west sides of State Street. The area is bounded on the north by TOD Area 3 and by Cudahy Street to the south. The total land area for this planning area is approximately 586,497 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 1. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 2.* TOD Area 2 extends along the east and west sides of California Avenue. Live Oak Street forms this area's northern boundary, while Santa Ana Street forms the southern boundary. The total land area for this planning area is approximately 615,311 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 2. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 3.* TOD Area 3 extends along the south side of Florence Avenue. This area also extends along both sides of California Avenue in a southerly direction to Walnut Avenue. This segment is bounded on the east by Salt Lake Avenue. Another portion of TOD Area 3 extends along the west side of State Street, ultimately terminating at Walnut Street. The total land area for this planning area is approximately 288,102 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 3. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 4.* TOD Area 4 consists of 1,162,948 square feet and is bound on the north by Slauson Avenue; on the east by Seville Avenue; on the south by Randolph Street; and on the west by Rugby Avenue. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 4. This area will have a maximum permitted density of 22 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 60 feet.

- *Transit Oriented District (TOD) Area 5.* TOD Area 5 consists of 908,475 square feet and extends along both sides of Santa Fe Avenue. This area is bound on the north by Randolph Street and on the south by Florence Avenue. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 5. This area will have a maximum permitted density of 22 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 60 feet.

- *Transit Oriented District (TOD) Area 6.* TOD Area 6 consists of 138,923 square feet and extends along the east side of Santa Fe Avenue. This area is bound on the south by Randolph Street and on the east by Middleton Street. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 6. This area will have a maximum permitted density of 40 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 7.* TOD Area 7 consists of 71,254 square feet and is bound on the north by 55$^{th}$ Street; on the east by the City's corporate boundary; on the south by Sears Street; and on the west by Pacific Boulevard. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 7. This area will have a maximum permitted density of 35 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

The changes in land use designations and development standards required to accommodate the new TOD envisioned under the General Plan are depicted in Table 3-3. Table 3-3 also provides a summary of the build-out anticipated under the proposed land use changes.

**Table 3-3**
**Proposed Land Use Changes and Development Standards**

| Area No. | Land Area | Existing Zoning | Develop. Standards | Build Out[1.] | Proposed Zoning | Develop. Standards | Build Out[1.] |
|---|---|---|---|---|---|---|---|
| Area 1 | 13.46 acres (586,497 sq.ft) | Commercial Neighborhood. | 30 feet max height. 1:1 FAR. | 293,248 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 302 DU 293,248 sq.ft |
| Area 2 | 14.12 acres (615,311 sq.ft) | Commercial Neighborhood. | 30 feet max height. 1:1 FAR. | 307,655 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 317 DU 307,655 sq.ft |

**Table 3-3**
**Proposed Land Use Changes and Development Standards**

| Area No. | Land Area | Existing Zoning | Develop. Standards | Build Out[1.] | Proposed Zoning | Develop. Standards | Build Out[1.] |
|---|---|---|---|---|---|---|---|
| Area 3 | 6.61 acres (288,102 sq.ft) | Commercial General. | 40 feet max height. 2:1 FAR. | 86,430 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 148 DU 86,430 sq.ft. |
| Area 4 | 26.69 acres (1,162,948 sq.ft) | Commercial General. | 40 feet max height. 2:1 FAR. | 348,884 sq.ft. | TOD Overlay 1 | 60 feet max height. 22 DU/acre 1:1 FAR. | 594 DU 348,884 sq.ft |
| Area 5 | 20.85 acres (908,475 sq.ft) | Commercial General with Medium Density Overlay. | 40 feet max height. 17.424 DU/acre 2:1 FAR. | 357 DU 272,542 sq.ft | Mixed-Use Overlay 1 | 60 feet max height. 22 DU/acre 1:1 FAR. | 462 DU 272,542 sq.ft |
| Area 6 | 3.18 acres (138,923 sq.ft) | Commercial General with Single Room Occupancy Overlay. | 40 feet max height. 400 DU/acre 2:1 FAR. | 1,272 DU 41,676 sq.ft | Mixed-Use Overlay 2 | 40 feet max height. 40 DU/acre 1:1 FAR. | 95 DU 41,676 sq.ft |
| Area 7 | 1.63 acres (71,254 sq.ft) | Commercial General with Affordable Housing Overlay. | 40 feet max height. 70 DU/acre 2:1 FAR. | 114 DU 21,376 sq.ft | Mixed-Use Overlay 2 | 40 feet max height. 35 DU/acre 1:1 FAR. | 43 DU 21,376 sq.ft |

## 3.2.5 MITIGATION

The analysis of land use and planning impacts indicated that no significant impacts on land use and development would result from the implementation of the Draft General Plan. However, the following policies included in the Draft General Plan will be applicable to future development that may be directly or indirectly supported through the Draft General Plan.

**TABLE 3-4**
**LAND USE POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| ***Land Use & Community Development Element Policy 5.*** The City of Huntington Park shall require that multi-family development provide adequate buffers (such as decorative walls and landscaped setbacks) to prevent impacts on surrounding neighborhoods due to noise, traffic, parking, light and glare, and differences in scale as a means to ensure privacy and to provide visual compatibility. |
| ***Land Use & Community Development Element Policy 6.*** The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. |
| ***Land Use & Community Development Element Policy 13.*** The City of Huntington Park shall require that new and rehabilitated residential, commercial, and light industrial development located adjacent to pedestrian and recreational amenities provide linkages to those amenities including ground-level access; pedestrian-oriented ground-floor uses; and locating on-site parking away from pedestrian-oriented areas. |

**TABLE 3-4**
**LAND USE POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS (CONTINUED)**

| |
|---|
| ***Land Use & Community Development Element Policy 14.*** The City of Huntington Park shall oversee the preparation of urban design guidelines that, together with the City's Zoning Ordinance, will serve as a design guide for new development and rehabilitation. |
| ***Land Use & Community Development Element Policy 20.*** The City of Huntington Park shall continue to encourage the restoration and rehabilitation of properties eligible for inclusion on the National Register of Historic Places and will support tax credit incentives of the National Trust for Historic Preservation. |
| ***Land Use & Community Development Element Policy 21.*** The City of Huntington Park shall require that new development(s) pay their "Fair Share" for the provision of the necessary infrastructure and other support services that will be required to serve the development. |
| ***Land Use & Community Development Element Policy 22.*** The City of Huntington Park shall work with the Huntington Park Police Department and the Los Angeles County Fire Department to ensure that sufficient resources continue to be available to meet the existing and projected service demands. |
| ***Land Use & Community Development Element Policy 23.*** The City of Huntington Park shall require all new development, including commercial, industrial, and residential development to install fire protection systems, including automatic sprinkler systems. |
| ***Land Use & Community Development Element Policy 25.*** The City of Huntington Park shall cooperate with surrounding jurisdictions in the review and implementation of larger development projects in the region. |
| ***Land Use & Community Development Element Policy 26.*** The City of Huntington Park shall work with public agencies in the region so as to avoid the duplication of services. |
| ***Land Use & Community Development Element Policy 27.*** The City of Huntington Park shall coordinate with the Los Angeles Unified School District as it expands and upgrades existing educational facilities. |
| ***Land Use & Community Development Element Policy 28.*** The City of Huntington Park shall work with the library system to identify the service needs. |
| ***Land Use & Community Development Element Policy 29.*** The City of Huntington Park shall work closely with local water purveyors in determining future area need to identify and implement water conservation programs. |
| ***Land Use & Community Development Element Policy 30.*** The City of Huntington Park shall ensure that adequate water and sewer service is available as new development occurs. |
| ***Land Use & Community Development Element Policy 31.*** The City of Huntington Park shall continue to require the use of drought-resistant landscaping to reduce water use. |
| ***Land Use & Community Development Element Policy 32***. The City of Huntington Park shall strive to correct identified storm drain deficiencies and develop a long-range program for replacing aging drainage system components. |
| ***Resource Management Element Policy 4.*** The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use. |
| ***Resource Management Element Policy 9.*** The City of Huntington Park shall encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials. |
| ***Resource Management Element Policy 11.*** The City of Huntington Park shall promote the use of solar panels as a mean to reduce electricity usage. |
| ***Resource Management Element Policy 14.*** The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the revised of new development proposals. |
| ***Resource Management Element Policy 15.*** The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments. |

**TABLE 3-4**
**LAND USE POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS (CONTINUED)**

| |
|---|
| ***Resource Management Element Policy 19.*** The City of Huntington Park shall encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities. |
| ***Housing Element Policy 2.*** The City of Huntington Park shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. |
| ***Housing Element Policy 8.*** The City of Huntington Park shall ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas. |
| ***Housing Element Policy 11.*** The City of Huntington Park shall work to ensure that potential sites for residential development, located in those areas that were previously occupied by non-residential land uses, are investigated to determine whether or not previous on-site uses present potential health risks. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.2.6 SIGNIFICANT IMPACTS

The Draft General Plan will not result in the disruption or division of the physical arrangement of an established residential community. Overall, the existing general distribution of land use and development will not significantly change as a result of the Draft General Plan. In fact, many of the proposed 2030 General Plan land use changes are designed to reflect either the existing development or facilitation of an existing trend toward another land use. The Draft General Plan will also focus on new development that promotes sustainable development and smart growth practices. The Draft General Plan also includes an updated Housing Element that has been approved by the HCD that focuses on the maintenance and preservation of the existing residential neighborhoods as well as the provision of additional low-income and moderate-income housing at higher densities. The Housing Element further proposes the modification of some existing housing programs and ordinances to facilitate the development of low- and moderate-income housing at higher densities.

The Draft General Plan will, in the future, require an update of both the City of Huntington Park Zoning Ordinance and Map since the latter is the primary tool related to the implementation of land use policy. State planning law requires that there is consistency between the zoning (both ordinance and map) and general plan (land use designations, standards, and the land use map). State law goes on to state that the zoning ordinance and/or map must be brought into conformance with the adopted general plan within a "reasonable amount of time." The Draft General Plan, once adopted, will serve as the pre-eminent land use plan for the City. In addition, the development policy outlined in the Draft General Plan is consistent with the State's Regional Housing Needs Assessment (RHNA) and the growth forecasts development by the Southern California Association of Governments (SCAG). No significant unavoidable impacts on land use and development will result from the implementation of the Draft General Plan update. As a result, the Draft General Plan's land use impacts are less than significant.

# 3.3 POPULATION AND HOUSING IMPACTS

## 3.3.1 SCOPE OF ANALYSIS

The City of Huntington Park in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the Lead Agency determined that the EIR should evaluate the following:

- The proposed General Plan's potential to induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure).

- The proposed General Plan's potential to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

- The proposed General Plan's potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

## 3.3.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential housing and population impacts. Those regulations that will serve as standard conditions with respect to population and housing are identified below:

- *City of Huntington Park General Plan Land Use Element.* The Land Use Element indicates the location and extent of permitted development, including residential development. The primary purpose of the Land Use Element is to ensure that each location for each proposed land use and development permitted within each land use category is compatible with the surrounding environment.

- *City of Huntington Park General Plan Housing Element.* The State's planning laws require every city and county to maintain a housing element. The purpose of the housing element is to ensure that local communities have programs and policies in place to enable them to accommodate their regional fair-share for new housing. In addition, the element must include programs that are designed to maintain and conserve existing housing in the City. The Housing Element that was prepared in conjunction with the Draft General Plan has been certified by the State Department of Housing and Community Development.

- *Regional Growth Management Plan/Regional Housing Needs Assessment.* The Southern California Association of Governments (SCAG) is charged with overseeing the preparation of the Growth Management Plan (GMP). The GMP includes projections for housing, population, and employment for the larger Southern California region. The Gateway Cities Council of Government assists in this effort at the local level. An outgrowth of this effort is the Regional Housing Needs Assessment (RHNA) that indicates the number of new housing units that each jurisdiction should provide during a specified period of time.

**Population Characteristics**

In 2015, the City's population was estimated to be 59,312 persons. The City experienced its most rapid growth during the 1920's when the City added an additional 20,078 residents. The most recent 2010 Census indicated the City's population was 58,114 persons at the time the Census was taken (the most recent California State Department of Finance [DOF]) estimates place the City's current population at 59,312 persons. In recent years since the 2000 Census, the City's population growth has experienced a slight decline.

**Housing Characteristics**

According to the 2010 Census, there were 15,151 housing units in the City. The most recent DOF estimates identified 15,178 housing units in the City as of January 1, 2015.

## 3.3.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in the following:

- The proposed General Plan's potential to induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure).

- The proposed General Plan's potential to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

- The proposed General Plan's potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

## 3.3.4 ENVIRONMENTAL IMPACTS

As indicated in the previous section, the only land use changes contemplated under the General Plan update are those to seven planning areas identified for Transit Oriented Development (TOD). These areas and their corresponding development standards are identified below:

- *Transit Oriented District (TOD) Area 1.* TOD Area 1 extends along the east and west sides of State Street. The area is bounded on the north by TOD Area 3 and by Cudahy Street to the south. The total land area for this planning area is approximately 586,497 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 1. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 2.* TOD Area 2 extends along the east and west sides of California Avenue. Live Oak Street forms this area's northern boundary, while Santa Ana Street forms the southern boundary. The total land area for this planning area is approximately 615,311 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 2. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 3.* TOD Area 3 extends along the south side of Florence Avenue. This area also extends along both sides of California Avenue in a southerly direction to Walnut Avenue. This segment is bounded on the east by Salt Lake Avenue. Another portion of TOD Area 3 extends along the west side of State Street, ultimately terminating at Walnut Street. The total land area for this planning area is approximately 288,102 square feet. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 3. This area will have a maximum permitted density of 30 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 4.* TOD Area 4 consists of 1,162,948 square feet and is bound on the north by Slauson Avenue; on the east by Seville Avenue; on the south by Randolph Street; and on the west by Rugby Avenue. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 4. This area will have a maximum permitted density of 22 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 60 feet.

- *Transit Oriented District (TOD) Area 5.* TOD Area 5 consists of 908,475 square feet and extends along both sides of Santa Fe Avenue. This area is bound on the north by Randolph Street and on the south by Florence Avenue. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 5. This area will have a maximum permitted density of 22 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 60 feet.

- *Transit Oriented District (TOD) Area 6.* TOD Area 6 consists of 138,923 square feet and extends along the east side of Santa Fe Avenue. This area is bound on the south by Randolph Street and on the east by Middleton Street. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 6. This area will have a

maximum permitted density of 40 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

- *Transit Oriented District (TOD) Area 7.* TOD Area 7 consists of 71,254 square feet and is bound on the north by 55th Street; on the east by the City's corporate boundary; on the south by Sears Street; and on the west by Pacific Boulevard. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 7. This area will have a maximum permitted density of 35 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 40 feet.

The changes in land use designations and development standards required to accommodate the new TOD envisioned under the General Plan are depicted in Table 3-5. Table 3-5 also provides a summary of the build-out anticipated under the proposed land use changes.

**Table 3-5**
**Proposed Land Use Changes and Development Standards.**

| Area No. | Land Area | Existing Zoning | Develop. Standards | Build Out[1.] | Proposed Zoning | Develop. Standards | Build Out[1.] |
|---|---|---|---|---|---|---|---|
| Area 1 | 13.46 acres (586,497 sq.ft) | Commercial Neighborhood. | 30 feet max height. 1:1 FAR. | 293,248 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 302 DU 293,248 sq.ft |
| Area 2 | 14.12 acres (615,311 sq.ft) | Commercial Neighborhood. | 30 feet max height. 1:1 FAR. | 307,655 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 317 DU 307,655 sq.ft |
| Area 3 | 6.61 acres (288,102 sq.ft) | Commercial General. | 40 feet max height. 2:1 FAR. | 86,430 sq.ft. | Mixed-Use Overlay 2 | 40 feet max height. 30 DU/acre 1:1 FAR. | 148 DU 86,430 sq.ft. |
| Area 4 | 26.69 acres (1,162,948 sq.ft) | Commercial General. | 40 feet max height. 2:1 FAR. | 348,884 sq.ft. | TOD Overlay 1 | 60 feet max height. 22 DU/acre 1:1 FAR. | 594 DU 348,884 sq.ft |
| Area 5 | 20.85 acres (908,475 sq.ft) | Commercial General with Medium Density Overlay. | 40 feet max height. 17.424 DU/acre 2:1 FAR. | 357 DU 272,542 sq.ft | Mixed-Use Overlay 1 | 60 feet max height. 22 DU/acre 1:1 FAR. | 462 DU 272,542 sq.ft |
| Area 6 | 3.18 acres (138,923 sq.ft) | Commercial General with Single Room Occupancy Overlay. | 40 feet max height. 400 DU/acre 2:1 FAR. | 1,272 DU 41,676 sq.ft | Mixed-Use Overlay 2 | 40 feet max height. 40 DU/acre 1:1 FAR. | 95 DU 41,676 sq.ft |
| Area 7 | 1.63 acres (71,254 sq.ft) | Commercial General with Affordable Housing Overlay. | 40 feet max height. 70 DU/acre 2:1 FAR. | 114 DU 21,376 sq.ft | Mixed-Use Overlay 2 | 40 feet max height. 35 DU/acre 1:1 FAR. | 43 DU 21,376 sq.ft |

As shown in Table 3-5, there is a potential for 1,743 units under the existing zoning. The land use changes contemplated under the General Plan update have the potential to add 1,961 new units, 218 units more than what could be constructed under the current zoning. As of 2015, the average household size in the City is 4.04 persons per unit. Therefore, the TOD facilitated by the land use changes in the General Plan update may add up to 7,922 people to the City. The maximum case build-out allowed under the existing zoning has the potential to add up to 7,042 people to the City. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Huntington Park is projected to add a total of 8,900 people through the year 2040. The projected population increase of 7,922 new residents under the maximum case build-out scenario is within the population projections prepared by SCAG.

The State Department of Housing and Community Development (HCD) establishes a Regional Housing Needs Assessment (RHNA) for every local jurisdiction in the State. HCD requires every City, including Hungtington Park, to adequately plan and establish guidelines for meeting the RHNA allocation requirements. The RHNA housing need for Huntington Park is categorized according to the following income groups:

- The *Very-Low-income* households are those households whose income does not exceed 50% of the median household income for the greater Los Angeles area. The City's RHNA for this category is 216 units.

- The *Low-income* households earn from 51% to 80% of the median. The City's RHNA for this category is 128 households.

- The *Moderate-income* groups earn from 81% to 120% of the median and the City's RHNA for this category is 149 households.

- The *Above-Moderate* households earn over 120% of the median income and the City's RHNA for this category is 402 households.

The total projected construction need for Huntington Park during the 2014 to 2021 planning period is 895 units. The maximum case build-out of 1,961 units will assist the City in meeting their RHNA allocation.

**Cumulative Population Impacts**

Cumulative and growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The entire City is built-out and there are no areas located within the City boundaries that are undeveloped. Therefore, the development envisioned under the General Plan update will not require any additional utilities, expanded roadways, or new public facilities. In addition, the number of new residents that will be added to the City was accounted for by SCAG. As a result, no significant impacts will occur with the implementation of the General Plan update.

## 3.3.5 MITIGATION

The analysis of land use and planning impacts indicated that no significant impacts on housing and population would result from the implementation of the Draft General Plan. The following policies included in the Draft General Plan will be applicable to housing and population.

**TABLE 3-6**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 2.** The City of Huntington Park shall promote mixed-use development (residential, retail, and commercial uses) in key activity areas of the City as indicated on the Land Use Policy Map. |
| **Land Use & Community Development Element Policy 17.** The City of Huntington Park shall use various land use and development incentives to facilitate the revitalization of underutilized or blighted properties. |
| **Housing Element Policy 1.** The City of Huntington Park shall promote the maintenance of the existing housing units and shall require property owners to maintain their housing so the units are safe, healthful, and aesthetically pleasing. |
| **Housing Element Policy 2.** The City of Huntington Park shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. |
| **Housing Element Policy 3.** The City of Huntington Park shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing. |
| **Housing Element Policy 4.** The City of Huntington Park, where possible, shall work with property owners to bring any illegal additions or building construction up to the current Building Code and other health and safety code requirements. |
| **Housing Element Policy 5.** The City of Huntington Park shall encourage an adequate supply of dwelling units to meet the needs of all income groups through its General Plan. |
| **Housing Element Policy 6.** The City of Huntington Park shall promote the development of new owner-occupied housing units to meet the housing demand for moderate and upper income households. |
| **Housing Element Policy 7.** The City of Huntington Park shall continue to cooperate with other public agencies and NGOs as a means to maintain and preserve the existing emergency and transitional housing in certain areas of the City. |
| **Housing Element Policy 8.** The City of Huntington Park shall ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas. |
| **Housing Element Policy 9.** The City of Huntington Park shall assist developers in the identification of land suitable for housing developments for medium- and lower-income families and individuals. |
| **Housing Element Policy 10.** The City of Huntington Park shall explore opportunities for new residential development within those areas of the City occupied by vacant and obsolete commercial and industrial uses. |
| **Housing Element Policy 11.** The City of Huntington Park shall work to ensure that potential sites for residential development, located in those areas that were previously occupied by non-residential land uses, are investigated to determine whether or not previous on-site uses present potential health risks. |
| **Housing Element Policy 12**. The City of Huntington Park shall implement new land use designations, such as Mixed Use, for key areas of the City that could accommodate such development. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.3.6 SIGNIFICANT IMPACTS

The Draft General Plan will not result in a substantial adverse growth-inducing impact within the region, either directly or indirectly. The potential build-out of population and housing under the Draft General Plan has been accounted for by SCAG. The Draft General Plan's land use policy will also support the

State's housing initiatives. At the same time, the land use policy will ensure that existing affordable housing is preserved and potential land use conflicts related to new housing development does not occur.

# 3.4 EARTH AND GEOLOGY IMPACTS

## 3.4.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the following potential impacts related to earth and geology were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to expose people to the risk of loss or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault rupture.

- The proposed General Plan's potential to expose people to substantial soil erosion or the loss of topsoil.

- The proposed General Plan's potential to be located on a geologic unit or a 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.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to be located soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

## 3.4.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential earth and geology impacts. Those regulations that will serve as standard conditions with respect to earth and geology are identified below:

- *City of Huntington Park General Plan Safety Element.* The Safety Element must include policies and programs that will be effective in mitigating potential risk and be in conformance with the

other general plan elements. The Safety Element indicates that seismic hazards must be considered in land use planning and development in the City. The first is the presence of the Newport-Inglewood Fault System. The second involves those areas within the City that are subject to potential liquefaction hazards.

- *California Geological Survey Seismic Hazard Zones Mapping Program.* The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

- *Alquist-Priolo Special Studies Zone.* The CGS identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone (APSSZ) indicates those faults where site specific studies and mitigation may be required. The APSSZ is delineated on United States Geological Survey (USGS) Quadrangles indicating the location and extent of potential risk. The City is not located within an APSSZ.

## Seismic Hazards

The City of Huntington Park is located on the northeastern portion of the Los Angeles Basin. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains and the San Gabriel Mountains; on the northeast by Repetto Hills, and Puente Hills; on the southeast by the Santa Ana Mountains and San Joaquin Hills; and on the south and west by the Pacific Ocean. Earthquakes are normally classified as to severity according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The destructiveness of an earthquake at a particular location is commonly reported using the Richter scale (magnitude) or Mercalli scale (intensity).

### FAULTS IN THE AREA

There are no active or potentially active earthquake faults known to traverse the City of Huntington Park, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport Inglewood, San Fernando, San Jacinto, and San Andreas faults. Other faults of concern in the area include the Whittier fault, the Elysian Park Thrust, and the Santa Monica-Hollywood fault, as shown in Exhibit 3-2.

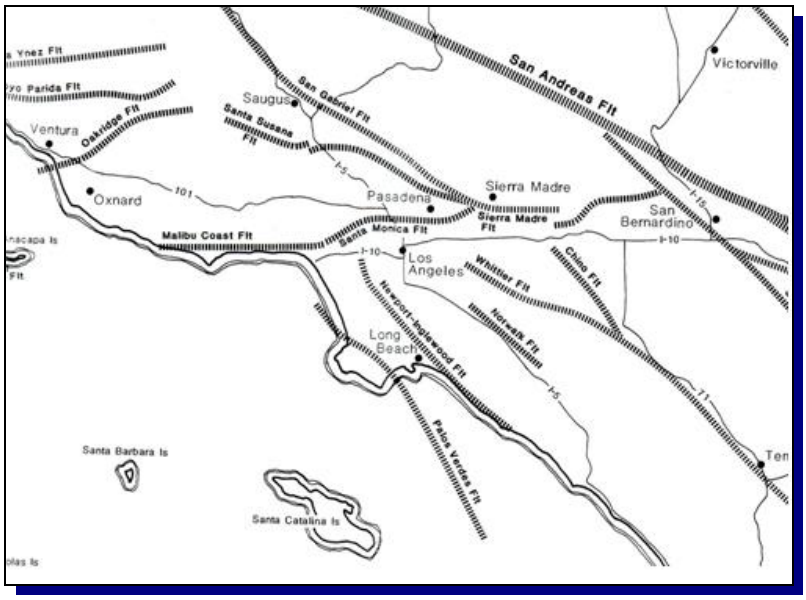



**EXHIBIT 3-2. SIGNIFICANT FAULTS IN THE LOS ANGELES REGION**

The maximum credible earthquake is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval. The major faults in the Southern California region are described below.

- The *Newport-Inglewood Fault Zone* is located approximately nine miles west of the City. The 1933 Long Beach Earthquake occurred on the Newport-Inglewood fault. A maximum credible earthquake of Magnitude 6.8 on the Newport-Inglewood fault has the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 in the area. Ground-shaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This type of earthquake would be particularly damaging to older low-rise structures located within the City.

- The *Palos Verdes Hills Fault*, located 20 miles to the southwest of the City and is considered to be an active fault based on late Pleistocene and Holocene age displacements that have been interpreted along offshore segments of the fault in the San Pedro shelf. The fault is considered to be capable of generating a maximum credible earthquake of Magnitude 7.0 that would cause seismic intensities in the IX to X range. The Palos Verdes fault could result in greater damage than that anticipated from an earthquake on the San Andreas fault due to its proximity.

- The *Sierra Madre Fault Zone* is located approximately 15 miles northeast of the City at the base of the San Gabriel Mountains and forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre fault system was responsible for the uplift of the San Gabriel Mountains by faulting in response to tectonic compression.

- The *Whittier-Elsinore Fault Zone* is located along the southern base of the Puente Hills approximately nine miles east of the City of Huntington Park. This northwest-trending fault extends from the Whittier Narrows area continuing southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then continuing on into Mexico. This fault is expected to be capable of generating a Magnitude 6.6 earthquake.

- The *Santa Monica-Malibu Coast Fault System* is an east-west trending fault system located along the southern margin of the western Santa Monica Mountains and into Santa Monica Bay. The nearest fault trace is located approximately 22 miles to the west of the City. Although there has been very little seismic activity along this fault system, the Malibu Coast fault segment has been characterized as active based on displaced soils. This displacement was estimated to have occurred about five thousand years ago.

- The *San Andreas Fault Zone* is located approximately 37 miles to the north and northeast of the of the City at its nearest point. This fault zone extends from the Gulf of California continuing northward to the Cape Mendocino area where it continues northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0).

- The *San Jacinto Fault Zone*, located approximately 44 miles to the northeast of the City, is part of the San Andreas Fault System. The two fault strands separate near the San Gabriel Mountains, where the San Jacinto fault extends southeastward to form the southwestern boundary of the San Jacinto Mountains and the San Timoteo Badlands. This fault is thought capable of generating a maximum credible earthquake of magnitude 7.0. Strong ground shaking from this earthquake would last about 25 seconds, with MM intensity values in the VIII to IX range.

- The *Elysian Park Blind Thrust Fault* is exposed for approximately two miles at Elysian Park but is not exposed over the rest of its trace toward the east. (Blind thrust faults are low-angle or low-lying faults occurring generally 5 to 15 kilometers below the ground surface which have no surface manifestation.) The Elysian Blind Thrust is located approximately five miles from the City of Huntington Park at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense ground-shaking in the entire Los Angeles basin.

- The *Torrance-Wilmington Fault* is a newly postulated, blind thrust fault and fold system located under the Palos Verdes Peninsula. Although this fault system is not well defined, it is estimated that if one of the segments ruptures, an earthquake of Magnitude 5.0 to 7.5, would occur.

Table 3-7 summarizes the major faults within the Southern California region, their distance, and direction relative to the City of Huntington Park, the maximum credible earthquake postulated for each fault, and the maximum probable earthquake for the faults identified in Table 3-7.

**Table 3-7**
**Major Faults**

| Fault | Distance | Max. Mag. |
|---|---|---|
| Whittier | 9 miles E | 7 |
| Santa Monica-Hollywood | 10 miles NW | 7 |
| Raymond Hill | 10 mites NE | 6.5 |
| Sierra Madre | 15 miles NE | 6.5 |
| San Fernando | 25 miles NW | 6.5 |
| Elysian Park | 5 miles N | 7.6 |
| San Jacinio | 44 miles NE | 7.5 |
| Palos Verdes | 20 miles SW | 7 |
| San Andreas | 37 miles NE | 8.25 |
| Malibu Coast | 22 miles W | 7 |

*Source: Los Angeles County Health and Safety Element, 1990.*

The four largest recent earthquakes that have caused major damage in the Los Angeles basin include the 1933 Long Beach (Magnitude 6.3), 1971 San Fernando (Magnitude 6.4), the 1987 Whittier Narrows (Magnitude 5.9), and the 1994 Northridge (Magnitude 6.7) earthquakes. The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre fault zone. The Whittier Narrows earthquake occurred on the Elysian thrust fault in 1987. Finally, the most recent major earthquake, the Northridge earthquake, occurred on the Oakridge fault in the San Fernando Valley in January 1994.

### Liquefaction Risk

The project site is located in an area that is at an elevated risk for liquefaction (refer to Exhibit 3-3). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Structures constructed on soils that liquefy may sink or topple over as the soil loses its bearing strength. A study of earthquake hazards by the United States Geological Survey (USGS) indicates that a majority of the City has a moderate to high potential for liquefaction. Areas containing shallow groundwater within 30 feet or less of the ground surface (see Exhibit 3-3) are susceptible to liquefaction hazards during seismic shaking.

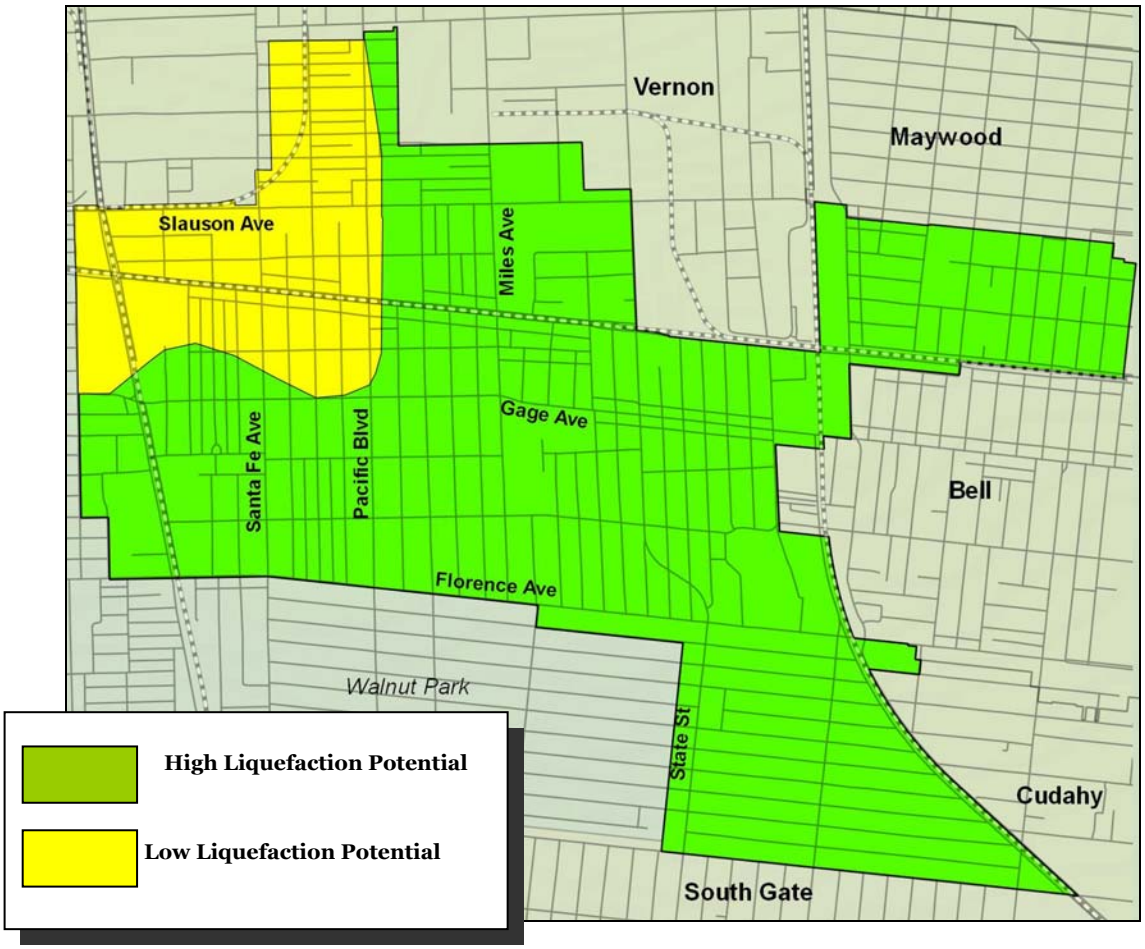



**EXHIBIT 3-3. AREAS IN THE CITY OF HUNTINGTON PARK SUBJECT TO POTENTIAL LIQUEFACTION**

The City of Huntington Park has a relatively flat topography, and hazards associated with slope instability, erosion, and landslides are considered unlikely. Because of the City's level topography, there are no landslide hazards in the City or the surrounding area.

### Lateral Spreading

Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect any future development since all new development will be constructed with the strict adherence to the most pertinent State and City building codes. Therefore, lateral spreading caused by liquefaction will not affect any new development. The Tujunga-Soboba and Hanford soils are not prone to shrinking and swelling. Soils that are prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Since the underlying soils are not prone to shrinking and swelling, a possible influx of groundwater will not trigger lateral spreading.

In addition, development located within the City is not likely to be affected by subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.[9] The soils that underlie the City are not prone to shrinking and swelling, thus no impacts related to unstable soils and subsidence are expected.

**Soil Resources**

The topography of the Los Angeles basin is a result of long periods of deformation associated with faulting and uplift, the deposition of river-borne sediments, and periodic changes in sea levels, and erosion. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between the Elysian and Repetto Hills) through the Ballona gap. The soils in the area are typical of the sediments that were deposited in the broad alluvial plain on which Huntington Park and the surrounding communities are located. These alluvial materials and rocks are of recent age (15,000 years ago) and are unconsolidated and uncemented. Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting 40 to 80% of the deposits) and gravels and coarse sands with discontinuous lenses of sandy silt and clay in the lower layers. Beneath the Lakewood Formation is the San Pedro Formation. The San Pedro Formation consists of San Pedro sand, Timms Point silt, and Lomita silt approximately 1,050 feet thick. The Lakewood and San Pedro Formation are deposits of the Pleistocene age (one to three million years ago). More detailed discussion of the underlying soil formations is provided under Groundwater Resources.

A generalized soils map for Los Angeles County that was prepared by the United States Department of Agriculture, Soil Conservation Service identifies the surface soils in Los Angeles County according to their characteristics and qualities. A soil association is defined by the predominant soil series in a group of soils and each association has different properties and characteristics such as soil composition, surface texture, slope, arrangement, sequence of layers, or other characteristics. The General Soil Map for Los Angeles County indicates that soils in the City of Huntington Park consist of the Hanford soil association and soils of the Tujunga-Soboba association. Each soil association is described in detail below:

- The *Hanford association* consists of 85 percent Hanford soils, 10% Yolo soils and 5% Hesperia soils. Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish brown coarse sandy loam and gravelly loam coarse sand substratum. These soils are over 60 inches deep, well drained and slightly acidic to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. The Hanford soils association was placed into Class II, which are soils described as having some limitations. Hanford soils are at a slight risk for erosion; however, the City is completely developed and the underlying soils were disturbed in order to facilitate previous construction activities. The soils are not prone to shrinking and swelling because shrinking and swelling is influenced by the amount of clay present in the underlying soils. Clay is not present in the composition of Hanford soils. Moreover, Hanford soils are described as being used

[9] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.htm

almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the City.

- The *Tujunga-Soboba association* consists of 60% Tujunga soils, 30% Soboba soils and 10% of unnamed sandy and cobbly materials in the beds of intermittent streams. This association, over 60 inches deep, is excessively drained and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and is used extensively for residential development, but is also suitable for recreational and industrial uses. Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is four to five inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard, although soils of the Tujunga Soboba Association have a moderate to high wind erosion risk. Lastly, Tujunga-Soboba soils are not prone to shrinking and swelling because clay is not present in the composition of Tujunga Soboba soils.

The General Soil Map for Los Angeles County is shown in Exhibit 3-4. The Hanford association underlies the western section of the Central City. The Tujunga-Soboba association underlies the eastern section of the Central City and the Yolo association underlies the northern section of the Cheli Industrial area. The Tujunga-Soboba association and the Hanford association have low shrink-swell potential. All three associations have low corrosivity and slight excavation hazards (absence of rocks or water table within five feet of the surface). Both the Tujunga-Soboba and Hanford associations have slight septic tank limitations. The Yolo association has a moderate septic tank limitation due to its soils permeability. The Tujunga and Soboba soils association have severe soil pressure hazard, while the Hanford and Yolo associations have moderate capacity to withstand soil pressure from building foundations. Tujunga and Soboba soils are a good source of sand but not of gravel.

**Mineral Resources**

According to SMARA study area maps prepared by the California Geological Survey, the City of Huntington Park is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).[10] However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the City is not located in an area where there are significant aggregate resources present.[11]

The City is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there is one abandoned well located within the City. The well was formerly owned by Occidental Petroleum Corporation and was located at the intersection of Benedict Way and Bissell Street. The well was abandoned on June 5, 1967. No other well extraction activities are located within City boundaries nor are there any significant mineral resources.

[10] California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations.* ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

[11] Ibid.

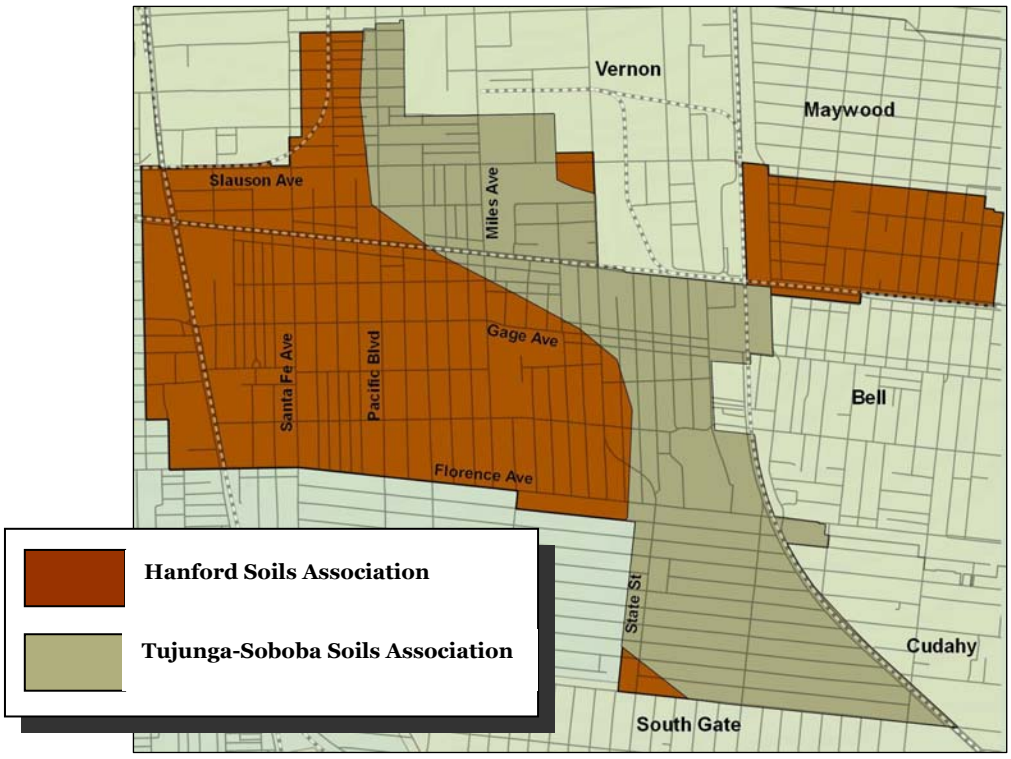



**EXHIBIT 3-4. GENERALIZED SOILS MAP FOR THE CITY OF HUNTINGTON PARK**

## 3.4.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant adverse impact on earth and geology if it results in any of the following:

- The proposed General Plan's potential to expose people to the risk of loss or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault rupture.

- The proposed General Plan's potential to expose people to substantial soil erosion or the loss of topsoil.

- The proposed General Plan's potential to be located on a geologic unit or a 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.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to be located soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### 3.4.4 ENVIRONMENTAL IMPACTS

The Draft General Plan will not result in any new development being placed within an area that is known to exhibit fault rupture hazards. The Draft General Plan's implementation will not result in any increased ground-shaking hazards over that which presently exists. In addition, the Draft General Plan would not introduce any land uses and development not otherwise permitted under the Existing General Plan. Future development that would occur as part of the Draft General Plan's implementation will be required to conform to all pertinent protocols governing liquefaction risk and fault rupture. In addition, this new development will largely consist of infill development that will involve the demolition of older buildings and structures that were constructed pursuant to older Building Code requirements. All future development will be constructed according to the latest seismic code standards. As a result, the potential impacts are considered to be less than significant.

As indicated in the preceding section, the majority of the City is located in an area that has been identified as having a potential for liquefaction. Future development contemplated as part of the Draft General Plan's implementation will be required to comply with all of the most recent building code requirements with respect to seismic design and construction. Additionally, all new development will be constructed according to the most recent seismic code requirements related to liquefaction and fault rupture. Furthermore, the City now requires liquefaction studies for new development that is located within a State-designated liquefaction zone. Given the requirements that must be adhered to in the design and construction of any new development, the potential liquefaction impacts are considered to be less than significant.[12] Future development will involve the continued coverage of those parcels undergoing development with impervious materials (buildings and parking areas). The balance of any future development site not covered by impervious surfaces will be landscaped. As a result, the future development arising as part of the Draft General Plan's implementation will not result in any additional soil erosion or loss of topsoil following development. All of these soils found within the planning area are generally well drained, have low soil permeability, and their inherent fertility is relatively low.[13] Thus no unusual soil constraints to future development in the City are anticipated. Future development will also maintain the current generally level topography of the City.

[12] Kleinfelder, Inc. *Feasibility Level Geotechnical/Geologic Investigation [for a] Proposed 42-acre Shopping Center, 200-205 Auto Center South – Bell, California.* June 3, 2004.

[13] United States Department of Agriculture. *Soil Survey of the Los Angeles Area, California.* 1916.

The limited excavation required for the installation of foundations, infrastructure, etc., of future development will not result in any changes in the City's overall topography. Given the developed character of the City, no significant constraints related to expansive soils are anticipated. No septic tanks will be used as part of any future development within the City. As indicated previously, there are no remaining unique geologic or physical features within the City.[14] The City's topography is generally level and developed. As a result, impacts from future development projects will not result in any significant adverse impacts related to natural or unique geologic features.

**Cumulative Earth and Geology Impacts**

Potential new development sites within the City may be subject to liquefaction and/or fault rupture hazards, depending on their location. The potential risk is site specific and will need to be evaluated on a project by project basis. All future development projects will be required to conform to applicable development standards governing seismic safety. Adherence to applicable regulations and policies will ensure future development does not result in any significant adverse impact. However, seismic-related ground shaking impacts would occur in the absence of the Draft General Plan's implementation.

## 3.4.5 MITIGATION

The analysis of land use and planning impacts indicated that no significant adverse impacts on land use and development would result from the implementation of the Draft General Plan. There are a number of policies included in the Draft General Plan that will also be applicable to future development that may be directly or indirectly supported through the General Plan Update.

**TABLE 3-8**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Health & Safety Element Policy 1.** The City of Huntington Park shall continue to implement the City's seismic hazard abatement program for existing un-reinforced buildings. |
| **Health & Safety Element Policy 2.** In areas with liquefaction potential, the City of Huntington Park shall require review of soils and geologic conditions, and if necessary, on-site borings, to determine liquefaction susceptibility of the proposed site. |
| **Health & Safety Element Policy 9.** The City of Huntington Park shall enforce building code requirements for new construction that ensure provision of adequate fire protection. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.4.6 SIGNIFICANT IMPACTS

The analysis of earth and geology impacts determined that the Draft General Plan would not result in any significant unavoidable impacts.

[14] United States Geological Survey. Los Angeles 7 ½ Minute Quadrangle. 1987

The Draft General Plan will not increase the risk of loss or death involving rupture of a known earthquake fault. New development will be required to adhere to the latest development requirements governing liquefaction and fault rupture risk. The Draft General Plan will not result in any unusual or increased potential for substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground-shaking or seismic-related ground failure, including liquefaction. As indicated previously, all new development will be required to adhere to the latest development requirements governing liquefaction and fault rupture risk.

The Draft General Plan will not result in significant soil erosion or the loss of topsoil. All of the potential development sites have been previously developed. In addition, all construction activities will be requirement to comply with all pertinent storm water runoff and wind erosion requirements. The Draft General Plan will not locate new development on a soil that is unstable, or that would become unstable, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The Draft General Plan will not result in any new significant adverse impacts associated with locating new development on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (2016). All new development will be required to conform to all pertinent building code requirements.

## 3.5 HYDROLOGY AND WATER IMPACTS

### 3.5.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the analysis undertaken as part of the Initial Study's preparation, the following potential impacts related to hydrology and water impacts were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to violate any water quality standards or waste discharge requirements.

- The proposed General Plan's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

- The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including 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.

- The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to substantially degrade water quality. The proposed General Plan's potential to expose people or structures to inundation by seiche, tsunami, or mudflow.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to place within a 100-year flood hazard area, structures that would impede or redirect flood flows.

- The proposed General Plan's potential to expose people or structures to a significant risk of flooding as a result of dam or levee failure.

## 3.5.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing Federal, State and local regulations applicable to any new development that will be effective in further reducing potential water and hydrology impacts. These existing regulations serve as the regulatory framework within which all development with respect to water and hydrology must comply with. These regulations are summarized below and on the following page.

- *Clean Water Act.* The Clean Water Act (CWA) is the primary Federal law in the United States governing water pollution. The act established the symbolic goals of eliminating releases of toxic substances into the water, eliminating additional water pollution, and ensuring that surface waters would meet standards necessary for human sports and recreation. The U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into Waters of the United States under Section 404 of the CWA. Waters of the U.S. include a range of wetland environments such as lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, and wet meadows.

- *U. S. Army Corps of Engineers, Section 404.* The Federal Government's Section 404 Guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The U.S. Army Corps of Engineers must consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of a Section 404 permit would jeopardize the species.

- *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping Program.* The Federal Emergency Management Agency oversees the preparation of maps that indicates those areas where there is a potential for inundation resulting from a 100-year flood and a 500-year flood. The maps serve as the basis as to whether flood insurance is required for homeowners. The mapping program also serves an additional purpose in designating those areas of the City where flood-related mitigation may be required.

- *National Pollutant Discharge Elimination System (NPDES).* The system for granting and regulating discharge permits is the National Pollutant Discharge Elimination System which regulates both point and non-point sources that discharge pollutants into waters of the United States. This regulation requires operators of regulated small municipal separate storm sewer systems to obtain a NPDES permit and develop a storm water management program that will prevent pollutants from being conveyed in storm water runoff into the storm sewer systems (or from being dumped directly into the storm drains).

- *City of Huntington Park General Plan.* Both the Land Use Element and the Safety Element must indicate those areas of the City where there is a potential for flooding. Where flooding has been identified, special policies, programs, or other mechanisms must be considered as a means to reduce the damaging effects of flooding.

**Water Supplies and Water Quality**

The City of Huntington Park is located within the central section of the Downey Plain and is underlain by the Central groundwater basin. Water-bearing deposits found beneath the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments that yield significant amounts of groundwater. The Central Basin is bounded on the north by the Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills.

Groundwater resources in the Central Basin consists of a body of shallow, unconfined, and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; by direct percolation of rain and artificial recharge at spreading basins or injection

wells. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through, and are referred to as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water and form the boundaries between aquifers. The geologic structure underlying the Huntington Park area consists of a topmost layer of deposition from recent time (15,000 years ago), consisting of alluvium and the Gaspur Aquifer. Alluvium found on or near the surface of the City is 60 inches thick or less and contains poor quality water in small quantities. The Gaspur Aquifer consists of cobbles and pebbles from the San Gabriel Mountains. The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes.

- The *Exposition aquifer* underlies the Gaspur aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds.

- The *Gage Aquifer* underlies the Exposition aquifer and is approximately ten to 160 feet thick. This aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel. The Gardena Aquifer has coarser deposits than the Gage Aquifer, but these deposits are about the same age, thickness, and elevation. Both aquifers yield large amounts of water.

The San Pedro Formation contains five major aquifers interbedded with fine grained layers. These aquifers are the principal aquifers used for domestic water in the Los Angeles area and include the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside Aquifers.

- The *Hollydale Aquifer* is a discontinuous aquifer located underneath the Gage-Gardena Aquifer. This aquifer consists of shallow marine deposits, including yellow sands and gravel in the northeastern sections and grey, blue, and black sand with mud, clay, and marine shells near the Newport-Inglewood fault. It is found between 250 to 500 feet below mean sea elevation in an area located to the south of the City of Huntington Park. The Hollydale aquifer does not yield large amounts of water.

- The *Jefferson Aquifer* consists of sand with gravelly and clayey layers and has a maximum thickness of 14 feet. Near the City of Huntington Park, it is approximately 30 feet thick with a base 300 feet below mean sea level. Like the Hollydale aquifer, few wells tap into the Jefferson Aquifer.

- The *Lynwood Aquifer* consists of yellow, brown, and red coarse gravel, sand, silts, and clay, approximately 50 to 1,000 feet thick. The Rio Hondo and Pico faults have caused offsets on the Lynwood Aquifer in the Pico Rivera area. The Lynwood aquifer contains significant groundwater resources, with yields ranging from 200 to 2,100 gallons per minute.

- The *Silverado Aquifer* consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer is 500 feet thick and can be found at a maximum depth of 1,200 feet below mean sea level. It has also been considerably offset by all faults in the Los Angeles region. The Silverado aquifer is a major groundwater resource for the region, with a maximum yield of 4,700 gallons per minute.

- The *Sunnyside Aquifer* consists of coarse deposits of sand and gravel with interlayers of sandy clay and clay. Marine shells and marine type clays and shales are also found within this aquifer. The Sunnyside aquifer is 300 feet thick or less and has a maximum yield of 1,500 gallons per minute. It is also offset by many faults in the region.

Bedrock within the surrounding mountains and hills do not contain groundwater. Also, Pliocene age deposits in the region found 1,400 feet or more below the ground surface are not tapped by groundwater wells in the region due to their depth.

**Flooding**

The City is located approximately 14 miles to the north of the Pacific Ocean and will not be exposed to the effects of a tsunami. In addition, there are no surface bodies of water located in the City; therefore, the risk of being impacted by a seiche is non-existent. A seiche occurs when two waves traveling in opposite directions collide, creating a larger standing wave.

A review of the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, indicated that the City is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.

The City of Huntington Park is located within the inundation paths of the Hansen and Sepulveda Dams. Large areas downstream of the Hansen and Sepulveda Dams, including the City of Huntington Park, are at risk of inundation in the event of dam failure. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect most areas south of the dams.

- The *Hansen Dam* is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City of Huntington Park is located approximately 25 miles south of the dam but dam failure will affect the entire City of Huntington Park. Flood waters will arrive 17.75 hours after failure with a maximum depth of one foot approximately 21 hours after failure.

- The *Sepulveda Dam* is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The probable maximum flood from the Sepulveda Dam is expected to last four days with a total volume of 163,200 acre-feet. The flood will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, Huntington Park, Huntington Park, and Huntington Park Gardens. The flood waters are anticipated to reach the City approximately ten hours after failure. A maximum flood elevation of two feet is expected approximately 12 hours after failure.

### 3.5.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- The proposed General Plan's potential to violate any water quality standards or waste discharge requirements.

- The proposed General Plan's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

- The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including 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.

- The proposed General Plan's potential to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to substantially degrade water quality. The proposed General Plan's potential to expose people or structures to inundation by seiche, tsunami, or mudflow.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to place within a 100-year flood hazard area, structures that would impede or redirect flood flows.

- The proposed General Plan's potential to expose people or structures to a significant risk of flooding as a result of dam or levee failure.

## 3.5.4 ENVIRONMENTAL IMPACTS

### Water Quality

Future development contemplated under the General Plan update will be required to include operational Best Management Practices (BMPs) as a means to control the discharge of water runoff, promote infiltration and percolation of runoff into the underlying soils, and filiter out contaminants from runoff. Future project applicants must prepare a Water Quality Management Report (WQMP), also known as a Low Impact Development (LID) report. These reports recommend various measures aimed at achieving the above-mentioned goals. Both construction and operational BMPs are recommended in WQMPs. These BMPs are often site specific, since conditions such as soil permeability may preclude the use of some operational BMPs.

During construction, the contractors must adhere to the minimum BMPs for the construction site. These BMPs include the limiting of grading during rain events; planting vegetation on slopes; covering slopes susceptible to erosion; maintaining stockpiles of soil on-site; and containing runoff, spills, and equipment on-site. Typical operational BMPs may include apparatuses designed to percolate runoff into the underlying soils. Contaminanents are filtered out through a system of gravel, sand beds, and vegetation such as grass or plants. Once filtered, runoff will percolate into the ground, facilitating groundwater recharge. If infiltration is not possible, other BMPs may be recommended that will filter out contaminenants and retain the clean runoff. Runoff that is held will then be discharged in a controlled manner through a series of pipes into the local storm drain system. Regardless of the operational BMP, water must be filtered before it is percolated or discharged. As a result, no impacts in regards to a violation of water quality standards will result and any new development will not degrade water quality.

### Groundwater

Grading related activities are not anticipated to deplete groundwater supplies from any underlying aquifer or interfere with any groundwater recharge activities. All new development will be connected to the City's water lines and is not anticipated to deplete groundwater supplies through the consumption of the water. New development will be required to install Xeriscape landscaping and water efficient appliances to reduce the burden placed on the City's water resources (refer to Section 3.18). The inclusion of operational BMPs will ensure no contaminated runoff is allowed to percolate into the ground.

### Drainage

Runoff is prohibited from being discharged off-site. The BMPs that will be included with every development proposal will limit the amount of runoff deposited into the local storm drains. Furthermore, no water will be discharged into neighboring properties. As indicated previously, the City is urbanized and the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces. Additionally, any new development will not affect or alter the course of the channelized Los Angeles River since future development will be restricted to a designated project site located within the City.

### Cumulative Water and Hydrology Impacts

According to maps produced by the United States Geological Survey (USGS), no blue-line streams or other bodies of water are located within the potential development sites. No surface water bodies will be affected by future development. All development will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable clean water act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. However, these impacts could occur in the absence of the implementation of the Draft General Plan.

## 3.5.5 MITIGATION

The analysis of hydrology and water quality impacts indicated that no significant adverse impacts would result from the implementation of the Draft General Plan. There are a number of policies included in the Draft General Plan that will also be applicable to future development.

**TABLE 3-9**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Resource Management Element Policy 5.** The City of Huntington Park shall protect groundwater resources from depletion and pollution. |
| **Resource Management Element Policy 6**. The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible. |
| **Resource Management Element Policy 7.** The City of Huntington Park shall comply with Statewide measures that are designed to promote a reduction in water use. |
| **Resource Management Element Policy 8**. The City of Huntington Park shall implement a water conservation ordinance that include the installation of xeriscape and water-conserving plumbing fixtures. |
| **Health & Safety Element Policy 5.** The City of Huntington Park shall work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to relieve local flooding problems in Huntington Park. |
| **Health & Safety Element Policy 8**. The City of Huntington Park shall require local drainage-related improvements to be implemented as part of new development approvals. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.5.6 SIGNIFICANT IMPACTS

The analysis of water and hydrology impacts resulting from implementation of the Draft General Plan determined that there would not be any significant unavoidable impacts with the adoption/incorporation of the Plan's goals, policies, and implementing programs.

## 3.6 AIR QUALITY IMPACTS

### 3.6.1 SCOPE OF ANALYSIS

This air quality evaluation was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development envisioned through the Draft General Plan's implementation. Based on the results of the environmental analysis undertaken as part of the Initial Study's preparation, the following potential impacts on air quality were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to conflict with or obstruct implementation of the applicable air quality plan.
- The proposed General Plan's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- The proposed General Plan's potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- The proposed General Plan's potential to expose sensitive receptors to substantial pollutant concentrations,
- The proposed General Plan's potential to create objectionable odors affecting a substantial number of people.

### 3.6.2 ENVIRONMENTAL SETTING

#### Regulatory Setting

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential air quality impacts. Those existing regulations that will serve as standard conditions with respect to air quality include the following:

- *Air Quality Management Plan.* Both Federal and State Clean Air Acts require that every non-attainment area prepare an air quality management plan (AQMP) to identify ways local air quality may be returned to healthful levels. The most recent AQMP was adopted in March 2017 and is designed to meet both State and Federal clean air requirements for the SCAB. The AQMP focuses on those criteria pollutants for which the region is in non-attainment (ozone and particulates) as well as incorporating new scientific data, modeling, and regulations into the plan.

- *Regulation IV Prohibitions.* Regulation IV rules apply to a wide range of emissions sources. This regulation applies to various types of activities rather than equipment emissions. In addition, the Regulation IV rules establish emission standards that cannot be exceeded.

- *Regulation XI Source Specific Standards.* The Regulation XI rules include air pollution control rules that apply to a wide range of existing stationary sources designed to regulate a single pollutant. Each Regulation XI rule applies to controlling emissions from a specific source or type of equipment.

- *Regulation XIII New Source Review.* Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities in the SCAB. Affected facilities must install best available control technology (BACT) equipment, which must be as stringent as the *Lowest Achievable Emission Rate* as defined by the Clean Air Act.

- *Regulation XIV Toxics and Other Non-criteria Pollutants.* The SCAQMD has also adopted rules to control non-criteria pollutants. SCAQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified sources of air toxics through the SCAQMD's permitting program.

- *Regulation XX - Regional Clean Air Incentives Market.* Regulation XX Regional Clean Air Incentives Market (RECLAIM) is a comprehensive market-based regulation aimed at reducing $NO_x$ and $SO_x$ emissions at larger emission sources (annual $NO_x$ or $SO_x$ emissions greater than or equal to four tons) by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations on-site.

**Characteristics of Air Contaminants**

The focus of the Federal, State, and regional efforts is on those air pollutants that present the greatest potential for health problems. Those *criteria pollutants* of special concern include the following:

- *Ozone ($O_3$)* is a nearly colorless, light blue gas that irritates the lungs and damages materials and vegetation. $O_3$ is formed by photochemical reactions (when nitrogen dioxide is broken down by sunlight) or when a strong electrical discharge occurs in the presence of oxygen such as in a DC motor or electrical storm. The South Coast Air Basin (SCAB) is designated by the Environmental

Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone non-attainment area.

- *Carbon Monoxide (CO),* a colorless, odorless toxic gas that interferes with the transfer of oxygen from the lungs to the bloodstream depriving the brain of oxygen, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide.

- *Nitrogen Dioxide ($NO_2$)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. $NO_2$ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although $NO_2$ concentrations have not exceeded national standards since 1991, $NO_x$ emissions remain a concern because of their contribution to the formation of $O_3$ and particulate matter. The SCAB is currently designated as non-attainment for $NO_2$ by both the EPA and the CARB/ and attainment/maintenance area by the EPA.

- *Sulfur Dioxide* ($SO_2$) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Though $SO_2$ concentrations have been reduced to levels well below state and federal standards, further reductions in $SO_2$ emissions are desirable since $SO_2$ is a precursor to sulfate and $PM_{10}$. The SCAB is in attainment for SO2 by both Federal and State standards.

- *$PM_{10}$* refers to particulate matter less than ten microns in diameter. $PM_{10}$ presents a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The SCAB is nonattainment for particulates ($PM_{10}$), for both Federal and State standards.

- *$PM_{2.5}$* refers to particulate matter less than 2.5 microns in diameter. $PM_{2.5}$ causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The SCAB is nonattainment for particulates ($PM_{2.5}$) for both Federal and State standards.

Airborne pollutants are typically categorized according to their source: mobile emissions and stationary emissions. Mobile emissions refer to those pollutants that are generated from sources that move, namely vehicles, trains, aircraft and ships. Vehicle emissions are the predominant source of airborne emissions though the other mobile sources may lead to severe localized air quality problems. Stationary emissions are generated from non-moving sources and may include emissions from power plants, factories, or other industrial processes.

**Air Quality**

Air quality in the Southern California region is generally poor even with Federal, State, and local pollution controls. Ambient air quality standards set by State of California Air Resources Board and the Environmental Protection Agency to protect public health are frequently violated. Ozone levels are being exceeded in the region more frequently than anywhere else in the nation.

Under predominant wind conditions, emissions generated in the City of Huntington Park are dispersed to the east and northeast during the day, and slowly drift southwest or south at night. Local emissions contribute to regional ozone concentrations downwind, but can, under stagnant meteorological conditions, add to localized levels of ozone and other pollutants. At the same time, local ozone concentrations are due to nitrogen dioxide and reactive organic compounds from areas west and southwest of the City. Levels of ozone exceed both national and State standards throughout the Basin. The Basin exceeds this standard more frequently than any other area in the United States, and also records the highest peak readings. National and State standards for carbon monoxide are exceeded in more densely populated Los Angeles and Orange counties, but not in Riverside and San Bernardino counties. The South Coast Air Quality Management District (SCAQMD) is a regional agency charged with the regulation of pollutant emissions and the maintenance of local air quality standards. The SCAQMD samples ambient air at over 32 monitoring stations in and around the Basin. Regulations on air pollution control focusing on the reduction of industrial emissions have been expanded to include automobile emissions. Recently, the regulations have included the use of alternatives to transportation, land planning, and energy sources, rather than on expanding technological controls. These actions are leading to greater participation by local governments in controlling air pollution.

The City of Huntington Park is largely residential, developed with single family and multi-family dwellings. Although primarily residential, the City also provides local commercial and industrial establishments. There are manufacturing uses and commercial uses along major arterial roadways which provide local employment in the City. Local sources of air pollution in Huntignton Park consist mainly of vehicle trips to and from the City. As a residential community, most of the trips in the City are home-based trips. Industrial uses generate largely work-based trips.

### 3.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park acting in its capacity as Lead Agency, a project may be deemed to have a significant adverse air quality impact if it results in any of the following:

- The proposed General Plan's potential to conflict with or obstruct implementation of the applicable air quality plan.

- The proposed General Plan's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- The proposed General Plan's potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- The proposed General Plan's potential to expose sensitive receptors to substantial pollutant concentrations,

- The proposed General Plan's potential to create objectionable odors affecting a substantial number of people.

## 3.6.4 ENVIRONMENTAL IMPACTS

### Air Quality Standards

Pollutants regulated by the Federal and State Clean Air Acts correspond to the following three categories: *criteria air pollutants*; *toxic air contaminants*, and *global warming* and ozone-depleting gases. The EPA has established ambient air quality standards (National Ambient Air Quality Standards [NAAQS]) for the following air pollutants, ozone ($O_3$), nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide ($SO_2$), lead (Pb), particulate matter ($PM_{10}$), and fine particulate matter ($PM_{2.5}$).[15] The CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (CARB has not established standards for $PM_{2.5}$). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility. Table 3-10 lists the current national and California AAQS for each criteria pollutant.

**TABLE 3-10**
**NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS**

| Pollutant | National Standards | State Standards |
|---|---|---|
| Lead (Pb) | 1.5 µg/$m_3$ (calendar quarter) | 1.5 µg/$m_3$ (30-day average) |
| Sulfur Dioxide ($So_2$) | 0.14 ppm (24-hour) | 0.25 ppm (1 hour) 0.04 ppm (24-hour) |
| Carbon Monoxide (CO) | 9.0 ppm(8-hour) 35 ppm(1 hour) | 9.0 ppm (8-hour) 20 ppm (1 hour) |
| Nitrogen Dioxide ($NO_2$) | 0.053 ppm (annual average) | 0.25 ppm (1 hour) |
| Ozone ($O_3$) | 0.12 ppm (1 hour) | 0.09 ppm (1 hour) |
| Particulates($PM_{10}$) | 150 µg/$m_3$ (24-hour) | 50 µg/$m_3$ (24-hour) |
| Sulfate | None | 25 µg/$m_3$ (24-hour) |
| Visual Range | None | 10 miles (8-hour) w/humidity < 70 percent |

Source: South Coast Air Quality Management District. 2010.

In addition to the Federal and State AAQS standards, there are daily and quarterly emissions thresholds related to the construction and subsequent operation of projects that are subject to CEQA and the City uses these thresholds in its local review of development projects over which it has jurisdiction. A development that results in either construction-related emissions or operational emissions that exceed the thresholds are

[15] South Coast Air Quality Management District, *Air Quality Management Plan*, 2012.

considered to have a significant and adverse environmental impact. The SCAQMD also regulates levels of air toxics through a permitting process that covers both construction and operations. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics.[16] In addition to the Federal and State AAQS thresholds, there are daily and quarterly emissions thresholds for construction and operation of a proposed project established by the SCAQMD. Projects in the SCAB 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 dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of $PM_{10}$;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of $PM_{10}$
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The City of Huntington Park is located within the SCAB. The basin extends over a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the SCAQMD at various monitoring stations located throughout the area.[17] The Final 2016 AQMP was jointly prepared with the CARB and the SCAG.[18] The SCAB has experienced poor air quality due in large part to the area's topography as well as metrological influences that often lead to the creation of inversion layers that prevented the dispersal of pollutants. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook, which refers to the following criteria as a means to determine a project's conformity with the AQMP.[19]

[16] South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted 2017.

[17] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[18] Ibid.

[19] Ibid.

- *Consistency Criteria 1.* Will the proposed project result in an increase in the frequency or severity of an existing air quality violation or contribute to the continuation of an existing air quality violation?

- *Consistency Criteria 2*. Will the proposed project exceed the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation?

In terms of Criteria 1, the potential "build-out" long-term (operational) airborne emissions will likely exceed levels that the SCAQMD considers as a significant adverse impact (refer to the discussion included in the next section that includes an analysis of the long-term stationary and mobile emissions). The proposed project will conform to Consistency Criteria 2 since the project is a General Plan update. However, the Draft General Plan's implementation will not significantly affect any regional population, housing, and employment projections prepared for the City of Huntington Park by SCAG.

There is a potential for 1,743 units under the existing zoning. The land use changes contemplated under the General Plan update have the potential to add 1,961 new units, 218 units more than what could be constructed under the current zoning. As of 2015, the average household size in the City is 4.04 persons per unit. Therefore, the TOD facilitated by the land use changes in the General Plan update may add up to 7,922 people to the City. The maximum case build-out allowed under the existing zoning has the potential to add up to 7,042 people to the City. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Huntington Park is projected to add a total of 8,900 people through the year 2040. The projected population increase of 7,922 new residents under the maximum case build-out scenario is within the population projections prepared by SCAG.

New development occurring as a direct result of the Draft General Plan's implementation will generally generate *short-term* and *long-term* emissions. The characteristics of short-term impacts will vary considerably, depending on the size of the new construction. Short-term airborne emissions will occur during the various construction phases of future development and include the following:

- Activities involving demolition, land clearance, grading, and excavation will result in fugitive dust emissions. The SCAQMD indicates that, in general, 110 pounds of dust per acre may be generated on a daily basis in the absence of mitigation.

- Equipment emissions, associated with the use of construction equipment during site preparation and construction activities, will be generated. The construction equipment is generally diesel-powered, resulting in high levels of nitrogen oxide [$NO_x$] and particulate emissions.

- Delivery vehicles and workers commuting to and from the construction sites will generate mobile emissions.

Long-term emissions refer to those air quality impacts that will occur once the land use is operational and occupied, and these impacts will continue over the operational life of any future development. The long-term air quality impacts associated with potential future development include the following:

- Mobile emissions associated with vehicular traffic.
- On-site stationary emissions related to the operation of machinery and other equipment.
- Off-site stationary emissions associated with the generation of energy (natural gas and electrical).

Long-term emissions refer to those air quality impacts that will occur once the development is operational and occupied and these impacts will continue over the operational life of a project. The long-term air quality impacts include mobile emissions from vehicular traffic; on-site stationary emissions related to the operation of machinery; and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term emissions used a computer model developed for the CARB. This computer program, *CalEEMod 2016 Version 3.1*, utilizes emissions factors developed by the EPA for various types of vehicles using built-in default values that enable the user to calculate construction emissions, long-term stationary emissions, long-term mobile emissions, and greenhouse gas emissions. The computer worksheets are included in Appendix C. Table 3-11 compares the existing estimated emissions with those emissions projected for build-out under the Draft General Plan's implementation.

**TABLE 3-11**
**COMPARISON OF LONG-TERM EMISSIONS FOR THE CITY**

| Land Area/Use | Criteria Pollutant Emissions Levels (in pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | PM10 Total | PM2.5 Total | CO2e |
| **Maximum Case Build-Out under the Existing Zoning** | | | | | | |
| Stationary Emissions | 30,700.40 | 2.90 | 282.55 | 1.29 | 1.29 | 584.64 |
| Mobile Emissions | 41,665.11 | 250,800.54 | 375,143.97 | 169,695.75 | 46,001.91 | 183,383,651.78 |
| Total Emissions | **72,433.24** | **251,418.68** | **375,940.32** | **169,743.83** | **46,050.00** | **184,127,467.32** |
| **Adopted General Plan** | | | | | | |
| Stationary Emissions | 30,705.62 | 3.11 | 300.48 | 1.39 | 1.39 | 617.80 |
| Mobile Emissions | 41,666.34 | 250,807.54 | 375,158.05 | 169,703.01 | 46,003.88 | 183,390,963.63 |
| Future Emissions | **72,439.80** | **251,426.80** | **375,972.71** | **169,751.26** | **46,052.13** | **184,135,978.79** |
| **Δ - Net Change (Adopted General Plan Emissions minus Existing Emissions)** | | | | | | |
| Δ - Net Change Stationary Emissions | 5.22 | 0.21 | 17.93 | 0.10 | 0.10 | 33.16 |
| Δ -Net Change Mobile Emissions | 1.23 | 7.00 | 14.08 | 7.26 | 1.97 | 7,311.85 |
| **Total Δ - Net Change Emissions** | **6.56** | **8.12** | **32.39** | **7.43** | **2.13** | **8,511.47** |
| **Thresholds** | **550** | **55** | **150** | **100** | **100** | **NA** |

Source: Blodgett Baylosis Environmental Planning. 2016

As indicated in the Table, the cumulative operational air quality emissions under a maximum case build-out scenario will exceed the thresholds of significance established by the SCAQMD. However, the net change in emissions between the maximum case build-out under the General Plan update and the maximum case build-out for the existing zoning are below the operational thresholds. It is important to note that the CalEEMod did not take into account the future Eco-Rapid transit line that will traverse through the City. The operation of the Eco-Rapid transit line will lead to a reduction in daily trips generated by the development envisioned under the General Plan update. The land use changes reflected in the General Plan update are designed to take advantage of the proposed Eco-Rapid transit by facilitating development within seven TOD planning areas. These seven TOD areas are each located within 0.80 mile of the two proposed Eco-Rapid stations (Florence Avenue/Salt Lake Avenue and Pacific Boulevard/Randolph Street). By introducing mixed-use development within an eighth of a mile of a regional transit station, future development envisioned under the General Plan update will result in a reduction in home-to-work and home-to-retail trips. These trends are considered beneficial in a regional context since they slow the rate of urban sprawl by utilizing infill development along a regional transit corridor.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[20] There is potential for sensitive receptors to be exposed to emissions from both existing and future development as part of the proposed project's implementation. However, the long-term emissions projected for the Draft General Plan will be less than significant since this potential future development could occur in the absence of the Draft General Plan. In addition, adherence to the standard conditions identified in SCAQMD Rule 403 will reduce air quality impacts to nearby sensitive receptors.

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_20$). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.[21] However, emissions from fossil fuel combustion by humans have elevated the concentrations of GHG in the atmosphere to above natural levels. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. Future development supported as part of the Draft General Plan's implementation would incorporate design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-12.

[20] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[21] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

**TABLE 3-12**
**PROJECT CONSISTENCY WITH THE ATTORNEY GENERAL'S RECOMMENDATIONS**

| Attorney General's Recommended Measures | Project Compliance | %Reduction |
|---|---|---|
| Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships. | **Compliant.** Future development will consist of infill developments that will conform to the general plan. The modernization associated with the future developments will facilitate the retention of the existing businesses. | 10%-20% |
| Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use. | **Compliant.** As part of the proposed improvements, new sidewalks and landscaping will be installed. | 5% |
| Energy-and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools. | **Compliant.** New development will employ newer efficient utilities and plumbing fixtures. Finally, exterior lighting will use energy conservation fixtures. AB 1881 establishes a model water efficient landscape ordinance. | 10% |
| Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities. | **Compliant.** Contractors will be required to adhere to the use of sustainability practices involving solid waste generation and disposal. | 0.5% |
| Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities. | **Compliant.** Refer to responses above. | NA |
| **Total Reduction Percentage:** | | **35.0%** |

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change*, updated January 22, 2010.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.[22] The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. The Draft General Plan will be consistent with the California Environmental Protection Agency Climate Action Team's proposed early action measures that are designed to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB 32.

[22] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* http://gov.ca.gov/news.php?id=18938

### Cumulative Air Quality Impacts

The Draft General Plan, in conjunction with other identified cumulative development, will result in an overall intensification of land uses and continued urbanization of the City. As each individual "related project" is constructed, more land in Huntington Park will be committed to urban development (100% of Huntington Park is already fully developed). Land use impacts are generally not considered significant as long as development is in accordance with the land use policies and standards of the local jurisdiction.

## 3.6.5 MITIGATION

The analysis of air quality impacts indicated that no significant impacts on air quality would result from the implementation of the proposed General Plan Update. There are a number of policies included in the Draft General Plan that will also be applicable to future development that may be directly or indirectly supported through the Plan.

**TABLE 3-13**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 2.** The City of Huntington Park shall promote mixed-use development (residential, retail, and commercial uses) in key activity areas of the City as indicated on the Land Use Policy Map. |
| **Land Use & Community Development Element Policy 6.** The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. |
| **Land Use & Community Development Element Policy 13.** The City of Huntington Park shall require that new and rehabilitated residential, commercial, and light industrial development located adjacent to pedestrian and recreational amenities provide linkages to those amenities including ground-level access; pedestrian-oriented ground-floor uses; and locating on-site parking away from pedestrian-oriented areas. |
| **Mobility & Circulation Element Policy 7.** The City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the Eco-Rapid Transit Authority. |
| **Mobility & Circulation Element Policy 9.** The City of Huntington Park shall support the implementation of employer traffic demand management (TDM) as required in the City's TDM Ordinance. |
| **Mobility & Circulation Element Policy 10.** The City of Huntington Park shall require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions. |
| **Mobility & Circulation Element Policy 12.** The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as apportioning preferred parking for ridesharing. |
| **Mobility & Circulation Element Policy 13.** The City of Huntington Park shall work with the MTA to develop improved connections to the Blue Line and encourage the MTA to upgrade its transit station located at Slauson Avenue. |
| **Mobility & Circulation Element Policy 14.** The City of Huntington Park shall work with the MTA to identify needs for additional local and express bus service to Huntington Park. |
| **Mobility & Circulation Element Policy 15.** The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary. |
| **Mobility & Circulation Element Policy 17.** The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways. |
| **Mobility & Circulation Element Policy 18.** The City of Huntington Park shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths. |
| **Mobility & Circulation Element Policy 19.** The City of Huntington Park shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments. |
| **Mobility & Circulation Element Policy 21.** Joint use of parking facilities may be granted as part of an area plan or site plan in the City of Huntington Park, depending on the peak parking generation of the permitted uses in the planning area. |

**TABLE 3-13**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Resource Management Element Policy 1.** The City of Huntington Park shall endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips. |
| **Resource Management Element Policy 2.** The City of Huntington Park shall participate in regional and statewide measures to address global warming. |
| **Resource Management Element Policy 3.** The City of Huntington Park shall encourage the improvement of existing, and the development of new, shuttle, and transit systems to reduce vehicular trips and air pollution. |
| **Resource Management Element Policy 4.** The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use. |
| **Resource Management Element Policy 9.** The City of Huntington Park shall encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials. |
| **Resource Management Element Policy 10.** The City of Huntington Park shall establish, update, and implement building code requirements in accordance with State Title 24 energy and low impact development (LID) regulations. |
| **Resource Management Element Policy 11.** The City of Huntington Park shall promote the use of solar panels as a mean to reduce electricity usage. |
| **Resource Management Element Policy 12.** The City of Huntington Park shall promote the use of energy-efficient lighting throughout the City. |
| **Housing Element Policy 12**. The City of Huntington Park shall implement new land use designations, such as Mixed Use, for key areas of the City that could accommodate such development. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.6.6 SIGNIFICANT IMPACTS

The following findings may be made, with regard to potential impacts on air quality, based on the analysis herein: the Draft General Plan will not result in any new violation of an air quality standard or substantially contribute to an existing or projected air quality violation; the Draft General Plan will not result in any new cumulatively significant air quality impact that, in turn, would result in a considerable net increase of any criteria pollutant; and the Draft General Plan will not result in the exposure of sensitive receptors to significant pollutant concentrations.

## 3.7 BIOLOGICAL RESOURCES IMPACTS

### 3.7.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the following potential impacts related to biological resources were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to directly, or indirectly, affect through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- The proposed General Plan's potential to affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- The proposed General Plan's potential to affect 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.

- The proposed General Plan's potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites. The proposed project's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- The proposed General Plan's potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

## 3.7.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential impacts on biological resources. Those regulations that will serve as standard conditions with respect to biological resources are summarized below.

- *Federal Endangered Species Act.* The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. The FESA prohibits the taking of endangered or threatened wildlife species. A *take* is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, trapping, capturing, or collecting wildlife species, or any attempt to engage in such conduct.

- *U. S. Army Corps of Engineers, Section 404.* The Federal Government's Section 404 Guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The U.S. Army Corps of Engineers must consult with the USFWS and National Oceanic Atmospheric Administration (NOAA) when

threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species.

- *Migratory Bird Treaty Act (MBTA).* Raptors, migratory birds, and other avian species are protected by a number of State and Federal laws. The Federal MBTA prohibits the possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior.

- *California Endangered Species Act.* The State of California enacted the California Endangered Species Act (CESA) in 1984. The CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA directs agencies to consult with CDFG on projects or actions that could affect listed species and directs CDFG to determine whether jeopardy would occur, and allows the Agency to identify "reasonable and prudent alternatives" to the project consistent with conserving the species.

- *City of Huntington Park Municipal Code-Title 7, Chapter 5 – Street Trees.* Title 7 (Public Works) Chapter 5 – Street Trees of the City of Huntington Park municipal code serves as the City's "Tree Ordinance." The ordinance was established with the intent on aiding in the improvement and beautification of the City's commercial and business areas, most notably Pacific Boulevard. The ordinance also provides protection for trees located in the public right-of-way. Parkway trees are located along Miles Avenue, Pacific Boulevard, and Malabar Street. Many of the residential street right-of-ways are lined with street trees.

**Existing Plant and Animal Life**

Plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. Native vegetation has been largely replaced by imported species. Lawns, street trees, and ornamental plants and shrubs are the dominant form of plant life. The climate is Mediterranean, which is similar to the rest of the Southern California region, with moderate temperatures year-round, rainy winters, and dry summers that support a wide range of imported vegetation. The City of Huntington Park is completely urban and no longer supports any natural habitats including those that are considered to be ecologically sensitive.

Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents as well as plants used for landscaping purposes. The channelization of the Los Angeles River has also resulted in the loss of riparian habitats. Studies and surveys in the City of Huntington Park have not identified the presence of any endangered, rare, or threatened plants or animals. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the South Gate Quadrangle indicated that there are five threatened or

endangered species located within the aforementioned Quadrangle (the City of Huntington Park is located within the South Gate Quadrangle).[23] These species include:

- The *Coastal California Gnatcatcher* is not likely to be found within City boundaries due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[24]

- The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.[25] As a result, it is not likely that any least Bell's vireos will be encountered in the City due to the lack of riparian habitat.

- The *southwestern willow flycatcher's* habitat consists of relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. Historically the southwestern willow flycatcher nested in native vegetation including willows, seepwillow, boxelder, buttonbush, and cottonwood.[26] These birds are often found near streams and rivers and are not likely to be found in the City due to the lack of marsh and natural hydrologic features.

- The *western yellow-billed cuckoo* is an insect eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of development present within the City of Huntington Park. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of western yellow-billed cuckoos.[27]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.[28] As indicated previously, the entire City is urbanized and the area's native habitat has been altered to accommodate the existing development. Furthermore, there are no vernal pools located in the City of Huntington Park.

No sensitive or special interest animal species (i.e., listed species, species proposed for listing, or candidate species) were observed or otherwise detected in the urban portions of the City. The potential development sites within the City do not contain, nor are they located adjacent to, any suitable habitat for any of the

[23] California Department of Fish and Wildlife. Bios Viewer. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

[24] Audubon. *California Gnatcatcher*. *http://birds.audubon.org/species/calgna*

[25] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. *http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm*

[26] U.S. Fish and Wildlife Service. *Southwestern Willow flycatcher*. http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

[27] U.S. Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

[28] Center for Plant Conservation. Orcuttia Californica. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

sensitive and/or protected species. The habitat on the undeveloped vacant properties in the planning area is disturbed and is dominated primarily by ruderal vegetation.

## 3.7.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- The proposed General Plan's potential to directly, or indirectly, affect through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- The proposed General Plan's potential to affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- The proposed General Plan's potential to affect 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.

- The proposed General Plan's potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites. The proposed project's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- The proposed General Plan's potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

## 3.7.4 ENVIRONMENTAL IMPACTS

As indicated previously, the City of Huntington Park is urbanized and plant life is limited to non-native, introduced, and ornamental species, which are used for landscaping. The development contemplated under the General Plan update will not have an impact on the aforementioned species because there is no suitable riparian or native habitat located within the City. The field survey that was conducted as part of the General Plan update indicated that there are no wetlands or riparian habitat present with the City's corporate boundaries. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.[29]

[29] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

There are no areas in the City that could serve as a potential animal migration corridor. Huntington Park is built out and the nearest open riparian habitat (the Los Angeles River) is located a minimum of 0.61 mile from the northeastern portion of the City. As a result, the developments contemplated under the General Plan update will not interefere or otherwise affect an animal migration corridor. In addition, the area governed by the Draft General Plan does not include areas governed by a habitat conservation or community conservation plan.[30] Therefore, no significant impacts on local, regional, or State habitat conservation plans would result from the General Plan's implementation. Futhermore, future development will not conflict with the City's tree preservation ordinance. Any public or mature trees selected for removal must be replaced to the satisfaction of the Director of Public Works.

**Cumulative Biological Resources Impacts**

The potential impacts on biological resources are site specific. The impacts of the future development projects would require evaluation on a project specific basis. Furthermore, the analysis herein concluded that the implementation of the Draft General Plan update would not result in any significant environmental impacts. As a result, the Draft General Plan would not result in any significant cumulative impacts with respect to biological resources.

## 3.7.5 MITIGATION

The analysis of land use and planning impacts indicated that no significant adverse impacts on biological resources would result from the implementation of the Draft General Plan. There are a number of policies included in the Draft General Plan that would also be applicable to future development that may be directly or indirectly supported through the Plan.

**TABLE 3-14**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Resource Management Element Policy 15.** The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments. |
| **Resource Management Element Policy 16.** The City of Huntington Park shall strive to maintain parkway landscaping throughout the City. |
| **Resource Management Element Policy 19.** The City of Huntington Park shall encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.7.6 SIGNIFICANT IMPACTS

The analysis herein focused on the proposed project's impacts on the potential for impacts on biological resources. The Draft General Plan would not create nor result in any substantial effects, either directly or indirectly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish

[30] United States Geological Survey. *Los Angeles 7 ½ Minute Quadrangle.* 1994.

and Wildlife or U. S. Fish and Wildlife Service. The Draft General Plan will not involve the creation of a substantial adverse effect by conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

# 3.8 HAZARDOUS AND HAZARDOUS MATERIALS IMPACTS

## 3.8.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the environmental analysis undertaken as part of the preparation of the Initial Study, the following potential impacts related to hazards and hazardous materials were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- The proposed General Plan's potential to create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- The proposed General Plan's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- The proposed General Plan's potential to be located on a site, which is included on a list of hazardous material 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. Within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, the proposed project's potential to result in a safety hazard for people residing or working in the project area.

- The proposed General Plan's potential to result in a safety hazard for people residing or working in the vicinity of a private air strip.

- The proposed General Plan's potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan.

- The proposed General Plan's potential to expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

## 3.8.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that would be effective in reducing the potential risk of upset impacts. These existing regulations are already in effect regardless of whether an environmental impact has been identified. These regulations are identified below:

- *Resource Conservation and Recovery Act (RCRA).* The California Department of Toxic Substance Control (DTSC) is authorized to implement the State's hazardous waste management program for the EPA. The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

- *Comprehensive Environmental Response Compensation and Liability Act. .* CERCLA, commonly known as Superfund, was enacted by Congress in 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

- *State Regulations.* The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board established rules concerning the use of hazardous materials and the management of hazardous waste. Within the Cal-EPA, the Department of Toxic Substances Control (DTSC) has the primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of Title I [of the] Hazardous Waste Control Law (HWCL).

- *Assembly Bill 387 and Senate Bill 162.* AB-387 and SB-162 provide a comprehensive program to ensure that hazardous material contamination issues are adequately addressed prior to school development. The program involves the preparation of a Phase 1 Environmental Site Assessment to determine whether a release of a hazardous material has occurred on-site in the past or if there may be a naturally occurring hazardous material present within a site.

### Hazardous Materials in the Planning Area

All businesses that handle hazardous materials are required by various Federal, State, and local agencies to submit a business plan to their local administering agency (the reportable quantities are 50 or more gallons of a liquid, 500 pounds or more or a solid, or 200 cubic feet or more of a gas at standard temperature and pressure; quantities for acutely hazardous materials vary according to the substance).

Every hazardous material handler is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Huntington Park Police Department and the County Fire Department on a yearly basis. If the hazardous materials inventory of a business should change, a revised business plan must be submitted. Hazardous material users and generators in the City include gasoline stations, auto repairs shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses. The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, persistence in the environment, or is water-reactive (California Code of Regulations, Title 22).

The primary concern associated with the release of a hazardous material relates to the public health risks of exposure. Toxic gases are a primary concern, since a gaseous toxic plume is more difficult to contain than a solid or liquid spill and a gas can impact a larger segment of the population in a shorter time span. Releases of hazardous materials may also occur during a natural disaster, such as during an earthquake. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may also explode when subjected to high temperatures, such as those generated by a fire. If two or more chemicals which are reactive when combined come in contact as a result of a spill, the hazard may be compounded. The Uniform Fire Code includes criteria designed to minimize the risk of an accident. These guidelines are to be followed when storing, using, or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.

According to the *Envirofacts Database,* the U.S. Environmental Protection Agency (EPA) is currently regulating 127 facilaties in the City. These uses range from plating/manufacturing; foundaries; pharmacies; auto repair shops; dry cleaners; copy and printing companies; light industrial; hardware stores; and gasoline service stations. The EPA identifies these uses as being handlers and/or consumers of hazardous materials. Additionally, the California Department of Toxic Substances Control (DTSC) indicates through its Hazardous Waste and Substances Site list that there is one use that is currently undergoing state remedial action through the Site Cleanup Program. Furthermore, additional sites engaged in cleanup activities, or that have completed remediation are depicted in the State Water Resources Control Board's GeoTracker database. The GeoTracker database also identifies other facilities presently undergoing DTSC regulation. The facilities include Leaking Underground Storage Tanks (LUSTs), military cleanup sites, permitted USTs, and active operations utilizing hazardous materials or generating hazardous waste.

Florence Avenue is a major truck route conmnecting industry in the City to the I-710 and I-110 freeways and presents a potential for hazardous material accidents and spills during transport. In addition, the railroad lines that serve the area occasionally transport hazardous materials. Trains travelling on the SPRR railroad line parallel to Randolph Street; on the UPRR line along the east side; and on the Alameda Corridor also carry hazardous cargoes. The City has no jurisdiction or control over the transport of

hazardous materials on freeways and railroads. The California Highway Patrol is in charge of spills that occur on the local freeways along with Caltrans.

### 3.8.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The proposed General Plan's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- The proposed General Plan's potential to create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- The proposed General Plan's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- The proposed General Plan's potential to be located on a site, which is included on a list of hazardous material 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. Within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, the proposed project's potential to result in a safety hazard for people residing or working in the project area.

- The proposed General Plan's potential to result in a safety hazard for people residing or working in the vicinity of a private air strip.

- The proposed General Plan's potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan.

- The proposed General Plan's potential to expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

### 3.8.4 ENVIRONMENTAL IMPACTS

Potential new development may occur in the absence of the Draft General Plan. For the larger commercial and residential projects, additional environmental analysis may be required to determine the nature and scope of mitigation. However, the chemicals and substances used in the majority of potential development projects would be limited to chemicals and solvents used in routine cleaning and maintenance. The

potential for accidental hazardous materials release impacts from future development arising from the implementation of the General Plan Update may be related to the following:

- Contaminated soils may be encountered during the grading and excavation of future development sites.

- There may be improperly or unrecorded abandoned wells located within a future development site found within the planning area. Should any abandoned wells be encountered during construction, procedures for proper abandonment must be adhered to.

- Asbestos was commonly used for insulation, ceiling tiles, and floor tiles prior to the 1960's. As a result, limited residual asbestos-containing materials (ACM's) may be encountered during the building demolition phases of future development in the absence of mitigation.

- Other potential contaminants could include lead residue from paints, PCB residue from older transformers, and volatile organic chemicals from solvents. These materials are more likely to be encountered in those buildings located in the planning area that are more than 40 years old.

Prior to the commencement of any new development, a thorough investigation of building interiors must be undertaken to ascertain whether ACMs or other residual contaminants are present. Should these contaminants be identified as part of the site investigation, remediation and disposal must be undertaken pursuant to CALEPA, DTSC, and EPA requirements. The future development may also involve the removal of the existing, older structures and their replacement with newer structures and improvements that will be constructed in conformance to more current codes. This replacement of older, obsolete, and blighted structures with new structures constructed to current building, health, and safety codes is considered a beneficial impact.

**Cumulative Hazards and Hazardous Materials Impacts**

The potential risks from hazards and hazardous materials are site specific. The impacts of the future development projects would require evaluation on a project specific basis. The potential impacts on Huntington Park residents are also site specific. Furthermore, the analysis herein concluded that the implementation of the general plan update would not result in any significant unmitigable environmental impacts. As a result, the proposed general plan update would not result in any new significant cumulative hazards and hazardous materials impacts.

## 3.8.5 MITIGATION

The analysis of hazards and hazardous materials impacts indicated that no significant impacts on public safety would result from the implementation of the proposed General Plan Update. There are a number of policies included in the Draft General Plan that will also be applicable to future development.

**TABLE 3-15**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 6.** The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. |
| **Health & Safety Element Policy 13.** The City of Huntington Park shall locate new and existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be sensitive to such activities. |
| **Health & Safety Element Policy 14.** The City of Huntington Park shall coordinate with Los Angeles County in sponsoring regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal. |
| **Health & Safety Element Policy 15.** The City of Huntington Park shall cooperate with the County in local implementation of applicable portions of the Los Angeles Hazardous Waste Management Plan. |
| **Health & Safety Element Policy 16.** The City of Huntington Park shall consult with companies operating underground pipelines, as well as the Public Utilities Commission and Office of Pipeline Safety, to determine the likelihood of explosion or rupture in case of accident or earthquake and shall ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information about each line. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.8.6 SIGNIFICANT IMPACTS

The analysis herein focused on the proposed project's impacts on the environment and the Draft General Plan's potential for hazards and hazardous materials impacts. The Draft General Plan would not involve the creation or need to routinely transport, use, or dispose of hazardous materials and would not involve the creation of a hazard by a reasonably foreseeable upset and accident condition(s) involving the release of hazardous materials into the environment.

## 3.9 NOISE IMPACTS

### 3.9.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the following potential noise impacts were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to expose 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.

- The proposed General Plan's potential to expose people to or generation of excessive ground-borne noise levels.

- The proposed General Plan's potential to expose persons to a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project.

- The proposed General Plan's potential to expose persons to substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project.

- The proposed General Plan's potential for affecting 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, the project potential to expose people residing or working in the project area to excessive noise levels.

- The proposed General Plan's potential for affecting a private airstrip and the potential to expose people residing or working in the project area to excessive noise levels.

## 3.9.2 ENVIRONMENTAL SETTING

### Characteristics of Noise

Noise is generally defined as unwanted sound. The decibel (dB) scale (a logarithmic loudness scale) is most often used to quantify sound levels or intensity. There are three weighted scales (A, B and C) used in conjunction with the dB scale. Each sub-scale is used for a different purpose and provides specific information. The A and B scales are more accurate and objective representations of sound pressure levels than the C scale. However, since the human ear is not equally sensitive to all frequencies within the entire noise spectrum, noise measurements are weighted more heavily within those frequencies that correspond to human sensitivity using an *A-weighting* (referred to as dBA). The human ear can detect changes in sound levels of between 3 and 5 dBA under normal ambient conditions. Changes of less than 3 dBA are noticeable to some people under extremely quiet conditions while changes of less than 1 dBA are only discernable by few people under controlled, extremely quiet conditions. Typical noise levels from various activities are noted in Exhibit 3-5.

Noise may be generated from a point source, such as a building, amusement park, outdoor event, piece of construction equipment, or from a line source, such as a road containing moving vehicles, trucks or heavy and light rail cars. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes from the surface area of the wave to the receptor (human ear). This phenomenon is known as *spreading loss*. Due to spreading loss, noise levels attenuate (decreases) by 50% with each doubling of distance. Objects that block the line-of-sight serve to attenuate the noise source if the receptor is located within the *shadow* of the blockage (such as behind a sound wall). For the wall to serve as an effective noise barrier, it must have a solid mass and have no holes or openings for sound pressure to leak through. Masonry walls work best to attenuate sound. Single-sided wood fences or landscape screens (hedges) do little to attenuate sound. If a receptor is located behind the wall, but has a view of the source, the wall or barrier would do little to attenuate the noise. Additionally, a receptor located on the same side of the wall as the noise source may actually experience an increase in the perceived noise level because the wall can reflect noise back to the receptor, thus compounding the noise.

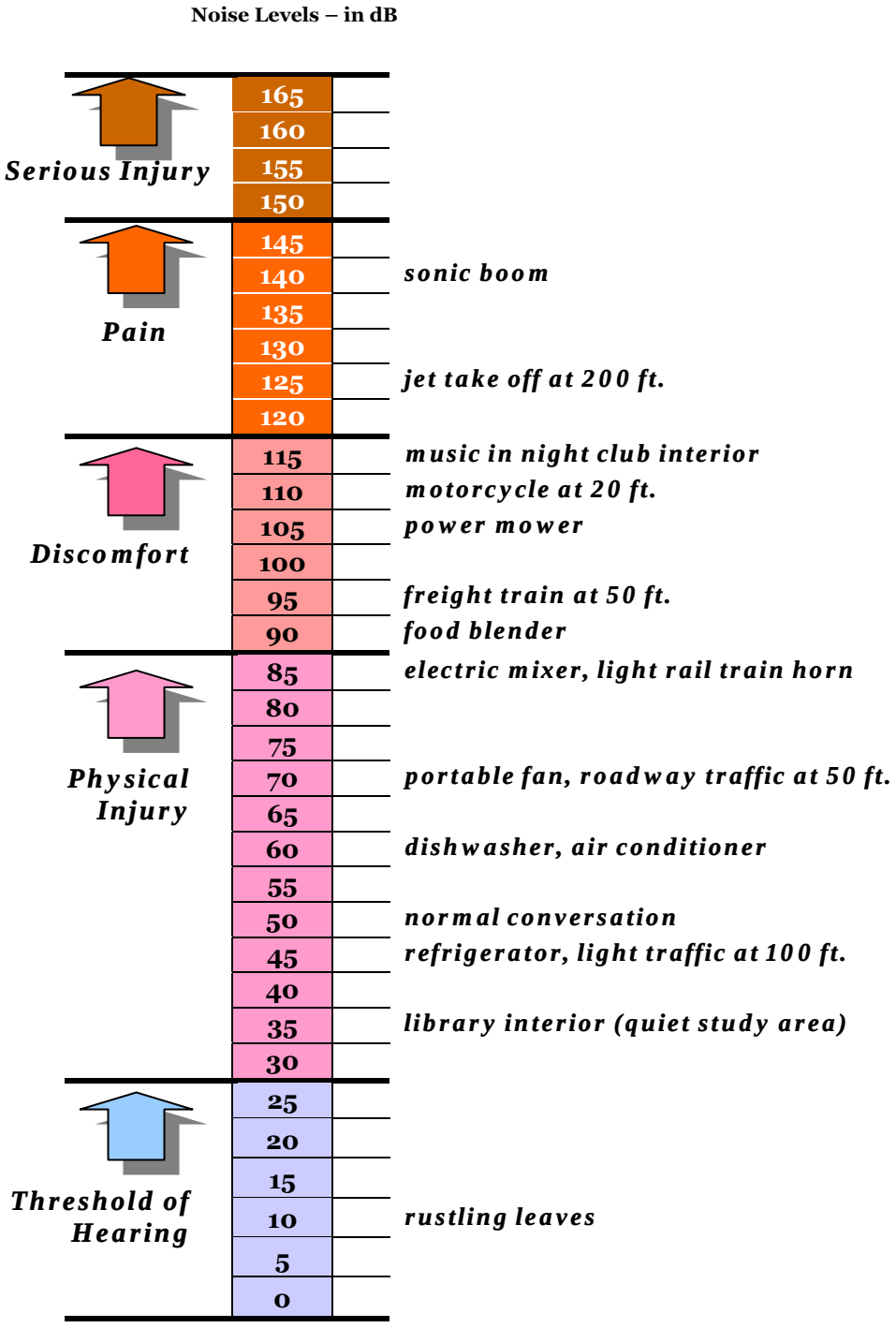



**EXHIBIT 3-5 NOISE LEVELS ASSOCIATED WITH TYPICAL ACTIVITIES**

**Regulatory Setting**

There are a number of existing regulations applicable to any new development that would be effective in further reducing and preventing potential noise impacts. These existing regulations would serve as maximum noise standards that fixed and mobile sources can generate with respect to potential noise-related impacts and are listed below:

- *Environmental Protection Agency (EPA).* The Noise Control Act of 1972 authorized the EPA to publish descriptive data concerning the effects of noise and to establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety.

- *Federal Highway Administration (FHWA).* The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq.

- *Department of Housing and Urban Development (HUD).* HUD has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards include maximum levels of 65 dB for residential areas.

- *City of Huntington Park Noise Control Ordinance.* The City of Huntington Park Municipal Code also regulates noise levels in the City by referencing the Los Angeles County Noise Control Ordinance. The Code makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

- *City of Huntington Park Noise Element.* The Draft General Plan includes a Noise Element that is designed to address noise and land use compatibility. The element includes standards that serve as a guide for considering the ambient noised environment when proposing new development.

- *California Vehicle Code.* The California Motor Vehicle Code establishes noise standards for those areas not regulated by the Federal government. State standards regulate the noise levels of motor vehicles and motorboats; establishes noise impact boundaries around airports; regulates freeway noise affecting classrooms; regulates occupational noise control; and identifies noise insulation standards. The Vehicle Code also sets operational noise limits according to the type of vehicle and date of manufacture.

- *California Administrative Code.* Sound transmission control standards contained in the California Administrative Code, Title 24, Building Standards, Chapter 2.35, outline noise insulation performance standards as a means to protect persons within new hotels, motels,

apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL contour of an airport, or vehicular or industrial noise source, an acoustical analysis should be conducted to show compliance with the standards.

- *Workplace Exposure.* The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

**Existing Noise Environment**

The major sources of noise in the City consist of vehicular traffic traveling along the City's major arterial routes and trains utilizing the Alameda Corridor. Noise from trains using the Atchison, Topeka, and Santa Fe (AT&SF), Union Pacific (UPRR) and Southern Pacific (SPRR) rail lines are a secondary source of mobile noise. The UPRR line along the eastern section of the City affects residential uses at the eastern end of the City. The SPRR along Randolph Street also affects residential uses, although the SPRR line along Alameda Street is not located near any residential use.

Stationary noise sources include the industrial uses concentrated along Alameda Street and within the northern portion of the City north of Randolph Street and Slauson Avenue. Industrial activities may result in high noise levels when machinery is in operation. These industrial areas are separated from residential uses by roadways. Roadway noise, distance, and the presence of walls will attenuate stationary noise generated by industrial uses located along Alameda Street. Residential uses may be exposed to operational noise if they are located in close proximity to the source of noise. Residential areas contribute resident gatherings and activities, vehicles, and operating household equipment to the ambient noise environment. Schools create their own type of noise from buses, students, school activities, bells, maintenance, and outdoor games.

**Noise Sensitive Land Uses**

Noise sensitive receptors are shown in Exhibit 3-6. Hospitals and convalescent homes, churches, libraries, schools, and child care facilities are considered noise sensitive uses and are best located away from noise sources. Noise sensitive land uses in the City include the City's schools, Huntington Park Convalescent Hospital, the library, parks, and residential areas. These uses are subject to vehicular and stationary noise in the surrounding area. Residential developments and mobile home parks are located along the City's major thoroughfares and may be subject to vehicular noise throughout the day.

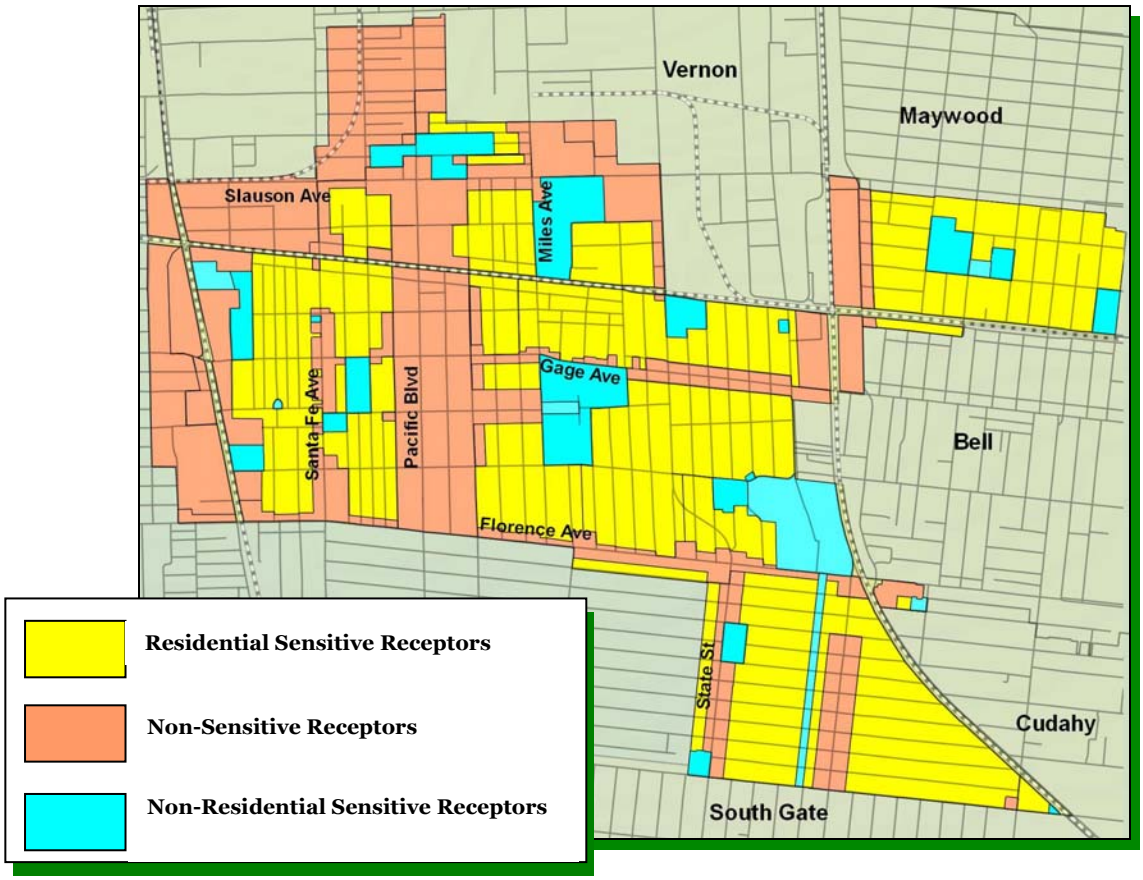



**EXHIBIT 3-6. NOISE SENSITIVE RECEPTORS IN THE CITY OF HUNTINGTON PARK**

Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers between a source and receiver, such as hills, berms, and walls absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of average noise level. In areas where barriers or land forms interrupt the sound path, the noise contours overestimate the extent to which a noise intrudes into the community.

### Train Noise

Trains create individual noise impacts lasting several minutes during each pass. Noise from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, and train horns, and the type of trains. The following railroad right-of-ways are located in and around the City: Union Pacific (UPRR), Southern Pacific (SPRR), and Atchison Topeka and Santa Fe Railroad (AT&SF). Noise may also emanate from the Alameda Corridor, which extends through Alameda Street. The UPRR tracks along Salt Lake Avenue are used by approximately seven trains daily, with the majority of train trips occurring between 7:00 a.m. and 7:00 p.m.

### Airport Noise

The City of Huntington Park is not located within the noise impact areas of nearby airports, although there are several commercial airports serving the Huntington Park area: the Long Beach Airport, the Compton Airport, and the Los Angeles International Airport in Los Angeles. (over-flights on approach) from these airports are sources of aircraft noise in the City of Huntington Park.

## 3.9.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park as the Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed General Plan's potential to expose 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.

- The proposed General Plan's potential to expose people to or generation of excessive ground-borne noise levels.

- The proposed General Plan's potential to expose persons to a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project.

- The proposed General Plan's potential to expose persons to substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project.

- The proposed General Plan's potential for affecting 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, the project potential to expose people residing or working in the project area to excessive noise levels.

- The proposed General Plan's potential for affecting a private airstrip and the potential to expose people residing or working in the project area to excessive noise levels.

## 3.9.4 ENVIRONMENTAL IMPACTS

### Short-Term Noise Impacts

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.[31] In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity.

This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from

[31] USEPA, Protective Noise Levels. 1971.

these values and the physical structures further break up line-of-sight noise. As a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. The construction noise levels will decline as one move away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. However, as a worst-case scenario, the 89 dBA value should be used as an average noise level for any future construction effort.[32] All construction activities will be subject to the City of Huntington Park Municipal Code and regulated between the hours of 7:00 A.M. and 7:00 P.M. As such, no construction activities shall be permitted outside of these hours. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant. Additional construction noise mitigation may be required on an as-needed basis as individual projects are proposed.

**Long-term Noise Impacts**

To determine the existing and future noise levels along major roadways and transportation facilities, future traffic noise levels were again determined using on-site surveys and the California Department of Transportation (CALTRANs) Traffic Noise Prediction Model. Traffic generated by future development envisioned under the Draft General Plan would result in an incremental increase in traffic noise along local streets. Generally, a change in the ambient noise levels of between 3.0 dB to 5.0 dB is required for it to be perceptible under normal conditions. Because of the logarithmic character related to noise propagation, a doubling in traffic volumes is generally required to result in result in such a change. For larger projects, additional environmental analysis may be required to determine the nature and scope of noise-related mitigation. Traffic generated by future development supported by the Draft General Plan would not represent a doubling of existing traffic volumes. Furthermore, any new development would not result in any significant noise impacts not already envisioned under the existing Adopted General Plan. As a result, the future noise impacts from future development in the planning area would be less than significant.

**Cumulative Noise Impacts**

The potential stationary noise impacts are site specific. The impacts of the future development projects will require evaluation on a project specific basis. Furthermore, the analysis herein concluded that the implementation of the Draft General Plan would not result in any significant environmental impacts. As a result, the Draft General Plan would not result in any significant cumulative noise impacts.

## 3.9.5 MITIGATION

The analysis of noise impacts indicated that no significant adverse impacts would result from the implementation of the proposed General Plan Update. There are a number of policies included in the Draft General Plan that would also be applicable to future development that may be directly or indirectly supported through the Plan.

[32] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

**TABLE 3-16**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Health & Safety Element Policy 21.** The City of Huntington Park shall ensure the inclusion of noise mitigation measures in the design of new roadway projects in Huntington Park. |
| **Health & Safety Element Policy 22.** The City of Huntington Park shall enforce City, State, and Federal noise standards, especially those for mufflers and modified exhaust systems. |
| **Health & Safety Element Policy 24.** The City of Huntington Park shall discourage through-traffic in residential neighborhoods. |
| **Health & Safety Element Policy 25.** The City of Huntington Park shall ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas. |
| **Health & Safety Element Policy 26.** The City of Huntington Park shall establish standards for all types of noise not yet governed by local ordinances or preempted by State or Federal law. |
| **Health & Safety Element Policy 27.** The City of Huntington Park shall require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. |
| **Health & Safety Element Policy 28.** The City of Huntington Park shall discourage and, if necessary, prohibit the location of noise-sensitive land uses in noisy environments. |
| **Health & Safety Element Policy 29.** The City of Huntington Park shall review the City's existing noise ordinances and revise them as necessary to better regulate noise-generating uses. The City will ensure strict enforcement. |
| **Health & Safety Element Policy 31.** The City of Huntington Park shall reduce noise generated by building activities by requiring sound attenuation devices on construction equipment. |
| **Health & Safety Element Policy 32.** The City of Huntington Park shall establish and maintain coordination among the agencies involved in noise abatement. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.9.6 SIGNIFICANT IMPACTS

The analysis contained herein determined that short-term construction impacts would be less than significant through the implementation of the City's Noise Ordinance and furthermore, any impact would be temporary and cease once the construction phases are completed. The potential long-term impacts would not be any different from that anticipated for any common development project.

## 3.10 UTILITIES/PUBLIC SERVICES IMPACTS

### 3.10.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the following potential public services and utility infrastructure impacts were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- The proposed General Plan's potential to 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 impacts.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to have sufficient water supplies available to serve the project from existing entitlements and resources, or is new or expanded entitlements needed.

- The proposed General Plan's potential to result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- The proposed General Plan's potential to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

- The proposed General Plan's potential to comply with Federal, State, and local statutes and regulations related to solid waste.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *fire protection services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *police protection services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *school services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other *governmental services*.

- The Draft General Plan's potential to result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which

would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services, law enforcement, and schools.

- The Draft General Plan's potential to exceed or not resolve ongoing problems with wastewater treatment requirements of the applicable regional water quality control board and the project's potential to require or result in the need for upgrading/expansion of existing new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

- The Draft General Plan's potential to require or result in the need for new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- The Draft General Plan's potential ability to receive adequate water supplies to serve the project from existing entitlements and resources, or if it would necessitate new or expanded entitlements.

- The Draft General Plan's potential to result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- The potential for the entitlement envisioned by the Draft General Plan along with the existing development to be adequately served by existing landfills with sufficient permitted capacity to accommodate the projected solid waste needs of the City of Huntington Park.

## 3.10.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations and policies applicable to any new development and municipality that serve as accepted minimum levels of service that would be effective in mitigating potential adverse utility and public service impacts as well as improving any known existing public safety or utility capacity deficiencies. Those regulations that would serve as standard conditions with respect to potential public service related impacts are summarized below.

- *City of Huntington Park General Plan Land Use Element.* The State requires every city and county to prepare, adopt, and maintain a comprehensive general plan. The general plan must address seven major issue areas that include land use. One of the key objectives of the Land Use Element is to ensure that development and uses are compatible with the surrounding environment as well as the overall carrying capacity of the local utility service provider.

- *Capital Improvement Program.* The City's capital improvement program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and

ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. Huntington Park will continue to update, review, and implement its CIP to consider infrastructure-related improvements.

- *School Developer Fees.* The State permits local school districts to levy a school facilities fee under government code section 53080 (as well as the government code section 65970, et seq.). All new residential, commercial, and industrial development must pay these fees prior to obtaining a building permit.

**Existing Fire Protection Services**

The City of Huntington Park contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. Fire stations are located in the City of the Huntington Park and the surrounding area to meet the demand for fire protection in the area. The LACFD has a service area covering over 22,000 square miles. There are 235 fire stations throughout the County which respond to approximately 200,000 calls per year. The City of Huntington Park has access to all the resources and facilities of the County Fire Department. Thus, other fire stations may respond to a fire in the City of Huntington Park, if the need arises. The Los Angeles County Fire Department operates two fire stations in the City: Fire Station 164, located at 6301 South Santa Fe Avenue, serves as the area's battalion headquarters (Huntington Park is serviced by Los Angeles County Fire Department-Battalion 13); and Fire Station 165, located at 3255 Saturn Avenue. Response time county-wide is under five minutes.

**Existing Law Enforcement Services**

Police protection for the City is provided by the Huntington Park Police Department (HPPD) that consists of 72 sworn personnel and 45 civilian employees for a total of 117 full-time employees. This translates into a per capita ratio of 0.82 officers per 1,000 residents. The department also has 25 part-time employees. According to the City, the average police response times were four minutes and 23 seconds for emergency calls, 11 minutes and 23 seconds for high priority calls, and 17 minutes and 19 seconds for non-emergency calls. In addition, the City operates a 22 bed Type I Jail which houses unsentenced prisoners prior to their transfer to the County facilities. Crime statistics obtained for the City of Huntington Park also indicates a decrease in the number of reported crimes. However, certain types of crime continue to be of serious concern in the City. The City is taking a proactive role in the monitoring gang activity and juvenile crime.

**Existing Educational (Schools and Libraries) Services**

The City of Huntington Park is served by the Los Angeles Unified School District, which operates a total of 24 schools in the City. Approximately nine of the public schools in the City are charter schools. The City has a total of ten elementary schools, five middle schools, seven high schools, and two preschool/early education centers. Huntington Park is also within the service boundaries of East Los Angeles Community College (ELAC). Table 3-17 indicates the address of those schools that currently serve Huntington Park residents.

**Table 3-17**
**Schools that Serve the City Residents**

| School | Address |
|---|---|
| Alliance Bloomfield Tech High School* | 7901 Santa Fe Avenue |
| Alliance Collins Family College Ready High School* | 2071 Saturn Avenue |
| Aspire Centennial College Preparatory Academy* | 2079 Saturn Avenue |
| Aspire Junior Collegiate Academy* | 6724 South Alameda Street |
| Aspire Pacific Academy* | 2565 58th Street |
| Aspire Titan Academy* | 6720 South Alameda Street |
| Henry T. Gage Middle School | 2880 Gage Avenue |
| Hope Street Elementary | 7560 State Street |
| Huntington Park Elementary | 6055 Corona Avenue |
| Huntington Park Senior High | 6020 Miles Avenue |
| KIPP Comienza Community Prep* | 6410 Rita Avenue |
| Linda Esperanza Marquez Senior High | 6361 Cottage Street |
| Middleton Cal State Preschool Program | 2410 Zoe Avenue |
| Middleton Street Elementary | 6537 Malabar Street |
| Miles Avenue Elementary | 6720 Miles Avenue |
| Chester W. Nimitz Middle School | 6021 Carmelita Avenue |
| Pacific Boulevard School | 2660 East 57th Street |
| Prepa Tec Los Angeles* | 2665 Clarendon Avenue |
| Lucille Roybal-Allard Elementary | 3232 Saturn Avenue |
| San Antonio Elementary | 6222 State Street |
| San Antonio Continuation High | 2911 Belgrave Avenue |
| State Street Early Education Center | 3210 Broadway |
| Walnut Park Elementary | 2642 Olive Street |
| Walnut Park Middle School | 7500 Marbrisa Avenue |

Source: Los Angeles Unified School District. *Denotes charter school

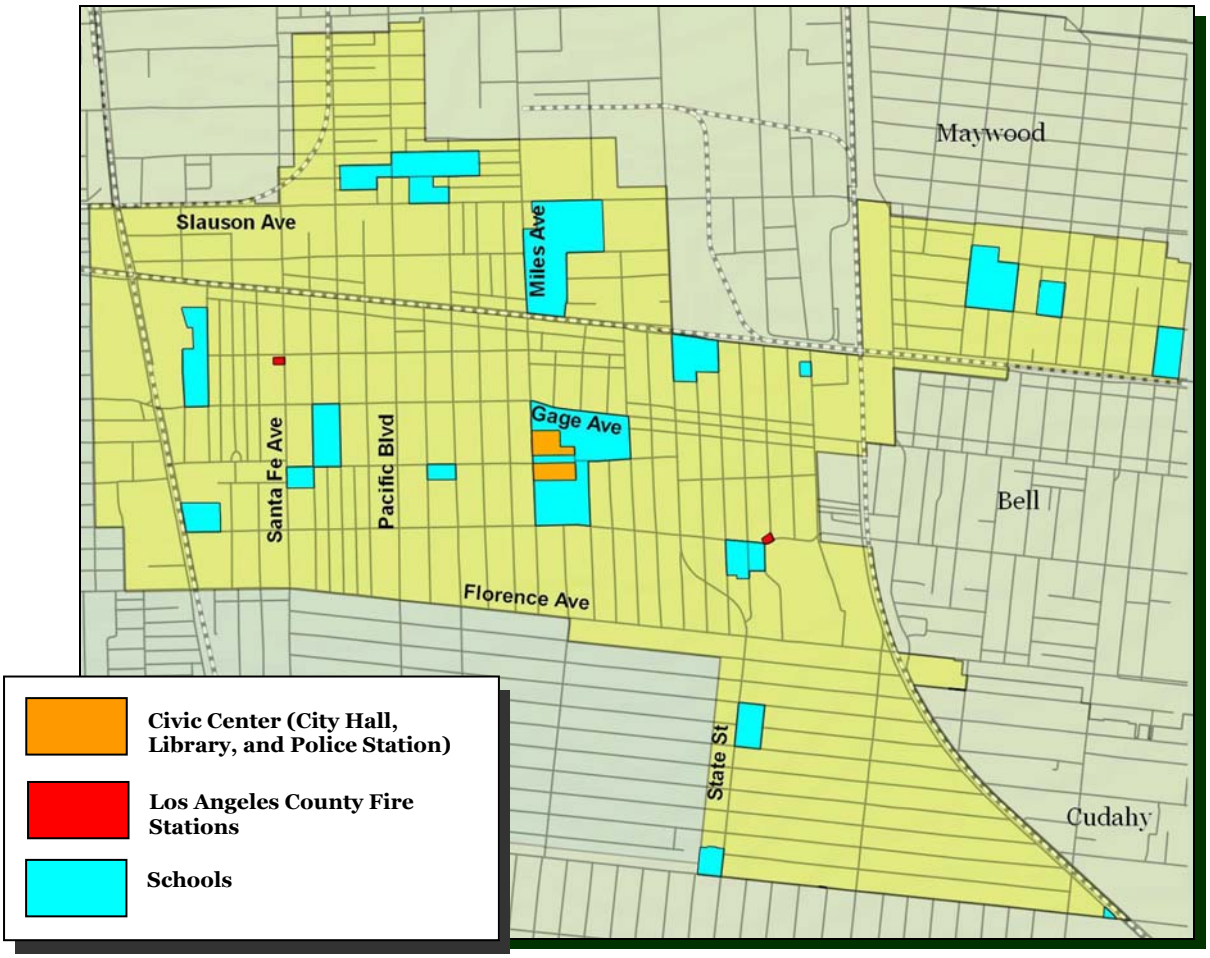



**EXHIBIT 3-7. MAJOR PUBLIC FACILITIES IN THE CITY OF HUNTINGTON PARK**

The Huntington Park Library is located at 6518 Miles Avenue and is part of the County of Los Angeles Public Library system. The library was first established in 1913 and has relocated three times in the years 1924, 1931, and finally in 1970 to its current location in the Civic Center. The library is approximately 33,482 square feet and has a meeting room with a maximum capacity of 84 persons. Amenities include a children's area, a teen space, a 24-hour book drop, a household battery recycling site, an American Indian resource center, in-person and telephone research assistance, a photocopier, live homework help, a homework center, a family place, story time kits, and a Learning Express Library for teens.

### Existing Wastewater Treatment

The City of Huntington Park Public Works Department maintains the City's sewer system. Sewage generated by the City is conveyed to regional sewage treatment facilities maintained and operated by the Los Angeles County Sanitation District (LACSD). Wastewater collected by the LACSD is conveyed to the Joint Water Pollution Control Plant located at 24501 Figueroa Street in Carson. This treatment plant provides primary and secondary treatment for approximately 280 million gallons per day (mgd) and has a

total permitted capacity of 400 mgd. Thus, a remaining capacity of 120 mgd is available for future development in the region.

**Existing Water Supply Services**

The City of Huntington Park is served by four water companies which obtain their supply of water from two sources: groundwater from local wells and water supplied by the Metropolitan Water District. The four water companies are listed below.

- *Maywood Mutual Water Company.* The Maywood Mutual Water Company serves the northeastern portion of the City. The service boundaries extend east to west from Maywood Avenue to the City's border with Maywood, and north to south from Slauson Avenue to Randolph Avenue. Approximately 70% of the Maywood Mutual Water Company's costumers reside in Huntington Park.

- *Walnut Park Mutual Water Company.* The Walnut Park Mutual Water Company serves the odd-numbered side of Walnut Street (addresses 2901-3501 Walnut Street).

- *Golden State Water Company.* The City of Huntington Park is located within the Central Basin West service area of the Golden State Water Company. Golden State Water Company serves the western portion of the City. The service boundaries extend from Slauson Avenue to the north to Florence Avenue to the south, and from the City's western border with Florence-Graham to the west to Alameda Street to the east.

- *Severn Trent Services.* Severn Trent is the City's main provider of water and operates multiple wells in the City, including Well Numbers12, 14, and 17.

**Existing Waste Collection and Disposal**

United Pacific Waste provides residential and commercial waste management services. The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day. Additionally, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. Waste may also be transferred to the Downey Area Recycling and Transfer Facility, the South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and recovery facility.

The State Legislature determined that the amount of solid waste generated in California, coupled with diminishing landfill space, has created a need for local agencies to enact and implement aggressive integrated waste management programs. Through enactment of the California Integrated Waste Management Act of 1989 (AB 939), the State has directed public agencies to divert 50 percent of all solid

waste from disposal based on the levels of solid waste generated in 1990, subject to adjustments for certain demographic and economic factors, through source reduction, recycling, and composting of solid waste.

**Storm Drainage Infrastructure**

There is minimal flood risk in the City of Huntington Park (Zone X), as indicated in the Federal Emergency Management Agency's Flood Insurance Rate Program. The Los Angeles River Channel is a 500-foot wide concrete channel that is designed to handle the storm water runoff from the Los Angeles area. The river is located north and east of the City approximately 1.90 miles to the east. The maintenance of the river is the responsibility of the Los Angeles County Department of Public Works, Flood Control District. Flooding and inundation hazards are described in the Safety Element. The majority of the storm drains in the City are owned and maintained by the Los Angeles County Flood Control District. The storm drains extend along major arterials and connect directly to the Los Angeles River to the east.

**Power Utilities & Communications**

Natural gas service to the City is provided by the Southern California Gas Company (a subsidiary of SEMPRA Energy) and electricity is provided by the Southern California Edison (SCE) Company. Southern California Gas Company serves more than 21 million residents throughout Central and Southern California. The SCE maintains overhead and underground lines in the City to serve the energy demands of local residents and businesses.

## 3.10.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in the following:

- The proposed General Plan's potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- The proposed General Plan's potential to 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 impacts.

- The proposed General Plan's potential to 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.

- The proposed General Plan's potential to have sufficient water supplies available to serve the project from existing entitlements and resources, or is new or expanded entitlements needed.

- The proposed General Plan's potential to result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- The proposed General Plan's potential to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

- The proposed General Plan's potential to comply with Federal, State, and local statutes and regulations related to solid waste.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *fire protection services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *police protection services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *school services*.

- The proposed General Plan's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other *governmental services*.

- The Draft General Plan's potential to result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services, law enforcement, and schools.

- The Draft General Plan's potential to exceed or not resolve ongoing problems with wastewater treatment requirements of the applicable regional water quality control board and the project's potential to require or result in the need for upgrading/expansion of existing new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

- The Draft General Plan's potential to require or result in the need for new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- The Draft General Plan's potential ability to receive adequate water supplies to serve the project from existing entitlements and resources, or if it would necessitate new or expanded entitlements.

- The Draft General Plan's potential to result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- The potential for the entitlement envisioned by the Draft General Plan along with the existing development to be adequately served by existing landfills with sufficient permitted capacity to accommodate the projected solid waste needs of the City of Huntington Park.

## 3.10.4 ENVIRONMENTAL IMPACTS

### Fire Department Impacts

To ensure emergency water supply throughout the City, new construction is required to meet specific fire flow standards. Fire flows for individual structures are calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistant), building height, presence of sprinkler systems, distance between buildings, and type of use. The Los Angeles County Fire Department's Fire Prevention Bureau determines the minimum flows for new construction based on building plans and developers are responsible for providing adequate fire flows. This ensures that hydrant capacity is available to meet fire emergency needs of all developments. The City of Huntington Park follows the County Fire Department Fire Code standards for fire flows and emergency access roads. Fire flows of 1,000 gpm to 5,000 gpm at 20 pounds per square-inch of residual pressure for a duration of two to five hours is needed at residential and commercial uses, with hydrants every 300 to 600 feet, based on the type of occupancy. The fire standards outlined above are subject to the following conditions:

- Fire flow increases with building size (square feet) and/or lot coverage. Twenty pounds per square inch (psi) and 600 feet hydrant spacing is required for single-family dwelling. Twenty psi and 300 feet hydrant spacing is required for all other occupancies.

- Road width increases where parallel parking allowances, hydrant requirements, serial fire suppression requirements, or aerial fire suppression requirements indicate the need.

- A minimum 20 feet private road width is permitted only if life safety is not jeopardized, topography, or lot shape/dimensions are constraints, and the Fire Department grants discretionary approval.

- A paved access is required if any portion of the first floor building exterior is more than 150 feet from a public vehicle access (private driveway, bridge, alley).

- Final fire flow will be based on the size of the building, its relationship to adjacent structures and the type of construction.

The water system must be capable of supplying adequate quantities of water for firefighting purposes, in addition to the daily supply for domestic demand in the area. Adequate reservoir capacity is determined by the availability of water for peak day supply plus fire flow requirements. Generally, peak day supply is twice the average day demand and total fire flow requirements are estimated by the population of the area. The provision of adequate roadway widths will facilitate emergency response during a disaster. The City supports fire access standards that have been established by the County Fire Department to ensure access for firefighting equipment to all areas of the City.

All future development supported in whole or part within the planning area would reflect the development contemplated to occur under the City's General Plan. Any future development within the planning area may occur in the absence of the General Plan's implementation. Given that the newer construction would lessen the likelihood for structural fires, the greatest potential increase in service demands would be related to paramedic calls. The removal over older substandard structures and blighted properties would have a beneficial impact in terms of reducing structural hazards and risk.

**Law Enforcement Impacts**

The intensification of land use within the City may also result in an increase in the demand for police services related to general calls for service. As part of the Police Department's annual review, demand shall be evaluated and resources allocated as necessary. For larger projects, additional environmental analysis may be required to determine the nature and scope of potential impacts on law enforcement services. The anticipated net increase in demand associated with the Draft General Plan's adoption would not be significantly different from the existing levels.

**Education Impacts**

As indicated previously, the land use changes contemplated under the General Plan update have the potential to add 1,961 new units, 218 units more than what could be constructed under the current zoning. As of 2015, the average household size in the City is 4.04 persons per unit. Therefore, the TOD facilitated by the land use changes in the General Plan update may add up to 7,922 people to the City.

Approximately 25 percent of the population was between the ages of 5 and 19 as of 2013. Assuming 25 percent of the projected population increase consists of school-aged children, the development contemplated under the General Plan update has the potential to add up to 1,980 new children to the local school system. All new development, including potential residential development within the planning area would be required to pay the mandatory school district development fees. As a result, the proposed project's impacts on school facilities are not considered to be significant or adverse.

### Water Consumption Impacts

Table 3-18 compares the projected water consumption for future development possible under the General Plan update to the projected water consumption for future development possible under the existing zoning. Development permitted under the existing zoning will consume an estimated 487,153 gallons of water on a daily basis. The future development is projected to consume 530,753 gallons of water on a daily basis. This translates into a net increased daily water consumption of 43,600 gallons. According to the City's 2015 Urban Water Management Plan, demand for water is expected to reach 4,905 acre-feet of water. Supplies are predicted to equal demand through the year 2035. The majority of this additional consumption is related to the increased housing development envisioned for the planning area. For larger projects, additional environmental analysis may be required to determine the nature and scope of infrastructure impacts and any requisite mitigation.

**TABLE 3-18**
**WATER CONSUMPTION BETWEEN THE EXISTING ZONING AND THE DRAFT GENERAL PLAN**

| Development Scenario | Consumption |
|---|---|
| Adopted Zoning | 487,153 gals./day |
| Draft General Plan | 530,753 gal./day |
| Δ - Net Change | 43,600 gals./day |

Note: Computer Worksheets are provided in Appendix B
Source: Blodgett Baylosis Environmental Planning

### Effluent Generation Impacts

Table 3-19 compares the existing sewage generation with that projected for future development possible as part of the Draft General Plan's implementation. Development permitted under the existing zoning will generate an estimated 320,002 gallons of effluent on a daily basis. The future development and land uses are projected to generate 346,162 gallons of effluent on a daily basis. This translates into a net increased effluent generation of 26,160 gallons per day.

**TABLE 3-19**
**ADOPTED AND DRAFT GENERAL PLAN'S SEWAGE GENERATION**

| Development Scenario | Generation |
|---|---|
| Adopted Zoning | 320,002 gals./day |
| Draft General Plan | 346,162 gals./day |
| Δ - Net Change | 26,160 gals./day |

Note: Computer Worksheets are provided in Appendix B
Source: Blodgett Baylosis Environmental Planning

### Solid Waste Generation Impacts

Table 3-20 compares the existing solid waste generation with that projected for future development possible as part of the Draft General Plan's implementation. Development permitted under the existing zoning has the potential to generate approximately 64,588 pounds of solid waste on a daily basis. The future development contemplated under the General Plan update will generate approximately 65,460 pounds of solid waste on a daily basis. The majority of this additional solid waste generation is again related to the increased residential development envisioned for the TOD planning areas. For larger projects, additional environmental analysis may be required to determine the nature and scope of infrastructure impacts and any requisite mitigation.

**TABLE 3-20**
**ADOPTED AND DRAFT GENERAL PLAN'S SOLID WASTE GENERATION**

| Development Scenario | Generation |
|---|---|
| Adopted Zoning | 64,588 lbs./day |
| Draft General Plan | 65,460 lbs./day |
| Δ - Net Change | 872 lbs./day |

Note: Computer Worksheets are provided in Appendix B
Source: Blodgett Baylosis Environmental Planning

## 3.10.5 MITIGATION

The analysis of public services and utilities indicated that no significant adverse impacts would result from the implementation of the Draft General Plan. There are a number of policies included in the draft City of Huntington Park General Plan that would also be applicable to future development.

**TABLE 3-21**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 21.** The City of Huntington Park shall require that new development(s) pay their "Fair Share" for the provision of the necessary infrastructure and other support services that will be required to serve the development. |
| **Land Use & Community Development Element Policy 22.** The City of Huntington Park shall work with the Huntington Park Police Department and the Los Angeles County Fire Department to ensure that sufficient resources continue to be available to meet the existing and projected service demands. |
| **Land Use & Community Development Element Policy 23.** The City of Huntington Park shall require all new development, including commercial, industrial, and residential development to install fire protection systems, including automatic sprinkler systems. |
| **Land Use & Community Development Element Policy 24.** The City of Huntington Park shall enhance public crime prevention awareness through the development of new or expanded educational programs (in both Spanish and English) that address personal safety awareness, neighborhood watch programs, and the City shall take into account public safety in the design of new developments. |
| **Land Use & Community Development Element Policy 29.** The City of Huntington Park shall work closely with local water purveyors in determining future area needs to identify and implement water conservation programs. |

**TABLE 3-21**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS (CONTINUED)**

| |
|---|
| **Land Use & Community Development Element Policy 30.** The City of Huntington Park shall ensure that adequate water and sewer service is available as new development occurs. |
| **Land Use & Community Development Element Policy 31.** The City of Huntington Park shall continue to require the use of drought-resistant landscaping to reduce water use. |
| **Land Use & Community Development Element Policy 32**. The City of Huntington Park shall strive to correct identified storm drain deficiencies and develop a long-range program for replacing aging drainage system components. |
| **Land Use & Community Development Element Policy 33.** The City of Huntington Park shall work closely with the County of Los Angeles and other responsible agencies so as to reduce solid waste generated in the City. |
| **Land Use & Community Development Element Policy 34**. The City of Huntington Park shall explore the creation of City-managed recycling drop-off stations in the City. |
| **Land Use & Community Development Element Policy 35**. The City of Huntington Park shall encourage waste reduction, recycling, and use of recycled materials within City government. |
| **Land Use & Community Development Element Policy 36.** The City of Huntington Park shall encourage composting as an alternative to disposal for solid wastes. |
| **Resource Management Element Policy 6**. The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible. |
| **Resource Management Element Policy 8**. The City of Huntington Park shall implement a water conservation ordinance that includes the installation of xeriscape and water-conserving plumbing fixtures. |
| **Health & Safety Element Policy 9.** The City of Huntington Park shall enforce building code requirements for new construction that ensure provision of adequate fire protection. |
| **Health & Safety Element Policy 11.** The City of Huntington Park shall maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings. |
| **Health & Safety Element Policy 12.** The City of Huntington Park shall maintain and periodically review procedures for managing fire emergencies in the City's Disaster Response Plan. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.10.6 SIGNIFICANT IMPACTS

No significant unavoidable impacts on public services were identified in this analysis. The analysis herein focused both on the existing state of City of Huntington Park Public Services and proposed potential for generating impacts on local public services and utilities serving the city. The Draft General Plan's implementation would not result in significant impacts on law enforcement services, fire services, and schools. In addition, the Draft General Plan would not result in an exceedence of waste water treatment requirements of the applicable Regional Water Quality Control Board. Finally, the Draft General Plan would not result in a need for new water or waste water treatment facilities or expansion of existing facilities, or involve the construction of which could cause significant environmental impacts.

# 3.11 AESTHETICS IMPACTS

## 3.11.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the following potential aesthetic impacts were identified as requiring analysis in this EIR:

- The proposed General Plan's potential to affect a scenic vista.
- The proposed General Plan's potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed General Plan's potential to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- The proposed General Plan's potential to substantially degrade the existing visual character or quality of the site and its surroundings.

## 3.11.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that would be effective in further reducing potential light and glare impacts. These regulations are considered to be standard conditions in that they are applicable to all development within the City. The sole regulation that would be applicable with respect to light and glare is summarized below.

- *City of Huntington Park Zoning Ordinance.* The purpose of the Zoning Ordinance is to implement the land use policy of the General Plan. State law requires that the Zoning Ordinance be consistent with the General Plan since both indicate the location and extent of permitted uses. The Zoning Ordinance is more detailed with respect to specific development standards and land use requirements. The City's Zoning Ordinance includes more specific standards and development regulations governing permitted uses, yard areas, building heights, parking requirements, and other standards.

### Light and Glare

Potential impacts from light and glare are directly related to the level of urbanization within the project area and the design of individual development projects. By design, virtually all sources of light would illuminate a surrounding area to some degree. The degree of illumination varies widely, depending on the

candlepower of the light source, height of light, presence of barriers or obstructions, and type and design of light source. Generally glare is caused by reflections off pavement, vehicle windows and chrome, and building materials such as reflective glass and shiny metal.

### 3.11.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed General Plan's potential to affect a scenic vista.
- The proposed General Plan's potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed General Plan's potential to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- The proposed General Plan's potential to substantially degrade the existing visual character or quality of the site and its surroundings.

### 3.11.4 ENVIRONMENTAL IMPACTS

Views of the San Gabriel Mountains from within the City are limited since the existing streetscape and development obstruct the line-of-sight between many of the local roadways and the aforementioned mountains. According to the California Department of Transportation (Caltrans), the City does not have any designated scenic highways.[33] The City is currently developed and does not contain any scenic rock outcroppings and vegetation that is present within the City consists of species most commonly found in an urban environment.

The construction of development envisioned under the General Plan update will not degrade the visual character or quality of the City. Much of this development will replace older buildings whose facades may be deteriorating or are otherwise outdated. Some parcels located within the TOD planning areas are vacant and undeveloped. Other parcels may contain vacant or under-performing uses. All future development must conform to the City's urban deisgn guidelines. This potential development will improve the appearance of many of the City's major arterials including Florence Avenue, Pacific Boulevard, and Santa Fe Avenue. This future development will feature modern architecture, articulated facades, and drought tolerant landscaping.

However, this future development may result in some increases in light and glare from residential, commercial, and public lighting sources. Individual commercial and industrial projects may also include lighting for parking, security, exteriors, and interiors and spillover from these sources may impact adjacent residential land uses. The city's environmental review process would facilitate future review of light and

[33] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

glare generated by individual projects. The development that is associated with the implementation of the Draft General Plan would generally replace the existing uses with new development. As a result, older security lighting in the smaller manufacturing-related businesses would be replaced with newer lighting fixtures that are less likely to contribute to light trespass.

## 3.11.5 MITIGATION

The analysis of aesthetics indicated that no significant impacts to the City would result from the implementation of the Draft General Plan. The following policies identified in Table 3-22 are designed to address urban design issues.

**TABLE 3-22**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 5.** The City of Huntington Park shall require that multi-family development provide adequate buffers (such as decorative walls and landscaped setbacks) to prevent impacts on surrounding neighborhoods due to noise, traffic, parking, light and glare, and differences in scale as a means to ensure privacy and to provide visual compatibility. |
| **Land Use & Community Development Element Policy 6.** The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. |
| **Land Use & Community Development Element Policy 13.** The City of Huntington Park shall require that new and rehabilitated residential, commercial, and light industrial development located adjacent to pedestrian and recreational amenities provide linkages to those amenities including ground-level access; pedestrian-oriented ground-floor uses; and locating on-site parking away from pedestrian-oriented areas. |
| **Land Use & Community Development Element Policy 14.** The City of Huntington Park shall oversee the preparation of urban design guidelines that, together with the City's Zoning Ordinance, will serve as a ~~design~~ guide for new development and rehabilitation. |
| **Land Use & Community Development Element Policy 15.** The City of Huntington Park shall establish a consistent design vocabulary for all public signage, including fixture type, lettering, colors, symbols, and logos. |
| **Land Use & Community Development Element Policy 16.** The City of Huntington Park shall locate distinctive public signage and landscaping for key entry points into the City and will require that signage on commercial structures be compatible and integrated with the surrounding area. |
| **Land Use & Community Development Element Policy 17.** The City of Huntington Park shall use various land use and development incentives to facilitate the revitalization of underutilized or blighted properties. |
| **Land Use & Community Development Element Policy 18.** The City of Huntington Park shall continue to require property maintenance through continued Code Enforcement efforts. |
| **Land Use & Community Development Element Policy 20.** The City of Huntington Park shall continue to encourage the restoration and rehabilitation of properties eligible for inclusion on the National Register of Historic Places and will support tax credit incentives of the National Trust for Historic Preservation. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.11.6 SIGNIFICANT IMPACTS

The analysis contained herein determined that potential light and glare impacts would be less than significant. The Draft General Plan would not have the potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

# 3.12 CULTURAL RESOURCES IMPACTS

## 3.12.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the project's potential for the following impacts are evaluated in the EIR:

- The proposed General Plan's potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines.

- The proposed General Plan's potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

- The proposed General Plan's potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

- The proposed General Plan's potential to disturb any human remains, including those interred outside of dedicated cemetaries.

## 3.12.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any new development that would be effective in further reducing potential cultural resources impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that would serve as standard conditions with respect to potential cultural resources impacts are listed below.

- *Historic Preservation Act.* Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While federal agencies

must follow federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a federal permit or if it uses federal money.

- *State Regulations.* State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA); Public Resources Code. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the importance of cultural resources. In addition, California law protects Native American burials, skeletal remains and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

**History of Huntington Park**

A record search at the Los Angeles County Museum of Natural History indicates that no paleontological resources have been found in the City of Huntington Park or the surrounding area. Thus, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely. The greater Los Angeles Basin was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission. The Gabrielino-Tongva tribe has lived in this region for around 7,000 years. Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin. Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. The Spaniards established missions in the area in the 1770's and the Gabrielino population started to decline. The Spaniards brought agriculture and cattle into Los Angeles and the missions became the population centers in the region.

The City of Huntington Park's initial development started with the establishment of Rancho San Antonio in 1809 by Antonio Maria Lugo. The Lugo family owned approximately 29,000 acres where their ranch was situated and maintained ownership of the ranch throughout the 19th century. By the turn of the 20th century the ranch dissolved and the land was distributed to various settlers and developers. Among those developers were two men, A.L. Burbank and E.V. Baker, who subdivided a 100-acre portion of the former ranch. The two men were instrumental in laying the City's foundation by granting railroad tycoon Henry Huntington right-of-way access through their subdivision along Randolph Street in 1902. In addition, the City was renamed Huntington Park.

Very little development was found in the Huntington Park area prior to 1896. During that time, the Los Angeles River was not channelized and a few scattered single-family homes were found in the area. The City of Huntington Park was incorporated on September 1, 1906, with a population of 526 residents. The City developed as a suburban community, providing a centralized location for workers employed in Los Angeles and the surrounding industrial cities of Commerce, Vernon, and South Gate. The City's land use and development patterns were well established by the 1930's and a thriving downtown centered along Pacific Avenue was testament to the area's prosperity.

In 2006, the City of Huntington Park adopted a Historic Preservation Ordinance to preserve and protect historic assets located in the City. The City included the following criteria to determine eligibility for the designation of historic resources:

- *Historic Resource.* Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archeology, or culture and is designated by the City according to the following criteria:
    - Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State, or Nation;
    - Associated with the lives of persons who are significant in the history of the City, Region, State, or Nation;
    - Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style, or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant;
    - Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State, or Nation.
- *Historic Designation.* A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant include the following:
    - Historically the space has been open to the public;
    - The materials, finishes, and/or detailing are intact or later alterations are reversible;
    - The plan, layout, and features of the space are illustrative of its historic function;
    - Its form and features articulates a particular concept of design; or,
    - There is evidence of distinctive craftsmanship.
- *Historic Sign.* A Historic Sign shall include all signs designated historically significant by the Historic Preservation Commission and such sign meets the criteria described in Section 9-3.1806(A)(3). All other regulations described in Title 9, Chapter 3, Article 12 of this Code shall also apply.

- *Historic District.* A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties, which contribute to each other and is designated by the City according to the procedures set forth by the National Register of Historic Places Bulletin #21: "Defining Boundaries for National Register Properties" and the following criteria:

    - The grouping of properties are unified by planned or physical development or a significant and distinguishable entity of Citywide importance; and,

    - The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development, and/or architectural context(s).

Historic resources identified by the City are included in Table 3-23 provided below.

**Table 3-23**
**Historic Structures**

| Structure | Address | Description |
|---|---|---|
| Warner Theater | 6714 Pacific Blvd. | An Art Deco style theater located in the heart of Downtown Huntington Park. The theater was open to the public from the 1930's to the 1980's. |
| Civic Center | 6550 Miles Ave. | A Spanish Colonial revival style complex built to accommodate the increased size of the City and demand for City services. |
| Garlow House | 6610 Malabar St. | The first large townhouse built in 1903 by one of the City's founders. |
| Moore-Sanchez House | 6727 Santa Fe Ave. | A Craftsman bungalow style house built in 1900. The house reflects the style of architecture that was prominent in the City at the turn of the 20th century. |
| St. Matthias Church | 3095 East Florence Ave. | The church was built in 1951 and demonstrates the importance of the Catholic Church to the City's history and residents. |
| Laguna Residence | 2743 East 57th St. | A Queen Anne style single-family dwelling built in 1890. Much of the house's interior is still intact. |
| Queen Anne | 2458 Randolph St. | This Queen Anne style house was built circa 1890 and reflects the dominant style of architecture from 1880 to 1900. |
| Newell Residence | 6700 Newell St. | A house that blends Craftsman style architecture with Colonial revival elements. The house was constructed in 1913. |
| Brownell-Carlson House | 7030 Marconi St. | A Spanish Colonial Revival style house constructed in 1930. |
| Squire Residence | 3247 Olive St. | Built in 1930, this house was the residence for two former mayors, William Cunningham and John Noguez. |
| Post Office | 6606 Seville Ave. | This post office was the first free standing post office in the City. The Post Office incorporates elements of the Spanish Colonial Revival style into it's Neo-Classical architectural style. |
| Malabar Street Historic District. | Malabar St. | The Malabar Street District consists of one- and two-story bungalows, duplexes, bungalow courts, and apartment buildings with varying period revival styles including Colonial, Spanish, Craftsman, Tudor, and Minimal Traditional. The |

**Table 3-23**
**Historic Structures (continued)**

| Structure | Address | Description |
|---|---|---|
| Craftsman Style single-family unit | 6125 Rugby Ave. | A Craftsman style house built in 1910. This house represents the typical style of architecture that dominated the City during the early part of the 20th century. |
| Craftsman Style single-family unit | 6139 Rugby Ave. | A Craftsman style house built in 1908. This house represents the typical style of architecture that dominated the City during the early part of the 20th century. |
| Craftsman Style single-family unit | 6205 Rugby Ave. | A Craftsman style house built in 1909. This house represents the typical style of architecture that dominated the City during the early part of the 20th century. |

Source: City of Huntington Park

## 3.12.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park, acting as Lead Agency, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed General Plan's potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines.
- The proposed General Plan's potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.
- The proposed General Plan's potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.
- The proposed General Plan's potential to disturb any human remains, including those interred outside of dedicated cemeteries.

## 3.12.4 ENVIRONMENTAL IMPACTS

### Impacts on Historic Resources

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the United States Department of Interior has established specific guidelines and criteria that indicates the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. Once a site, structure, or district has been determined to be eligible for listing on the National Register, certain protocols related to its preservation must be adhered to. To be considered eligible for the National Register, a property must

meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. Properties that have achieved significance within the past 50 years are not generally considered eligible for the National Register though they may be subject to state preservation efforts through SHPO. Buildings and properties *would qualify* for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- A property achieving significance within the past 50 years if it is of exceptional importance.[34]

There are 15 locally designated structures in the City. A search through the list of California historical resources compiled by the State Office of Historic Preservation indicated an absence of structures designated at the state or federal level. In 2006, the City of Huntington Park adopted a Historic Preservation Ordinance to preserve and protect historic assets located in the City. All future development will be required to conform to the regulations outlined in the ordinance. As individual developments are proposed, separate AB-52 correspondance will be required. This tribal consultation pursuant to AB-52 may indicate the need for monitors during the construction period. The City occupies land that has been highly disturbed to accommodate the existing development. Therefore, the likelihood of encountering paleontological resources is considered slim. Individual development may be subject to additional mitigation as part of the environmental review.

[34] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010

### 3.12.5 MITIGATION

The analysis of cultural resources indicated that no significant impacts on historic, archeological, and paleontological resources would result from the implementation of the Draft General Plan. There are a number of policies included in the Draft General Plan that will also be applicable to future development. The specific mitigation that may be required for future development will need to be evaluated at such time a specific development scheme is considered by the City.

**TABLE 3-24**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Land Use & Community Development Element Policy 20.** The City of Huntington Park shall continue to encourage the restoration and rehabilitation of properties eligible for inclusion on the National Register of Historic Places and will support tax credit incentives of the National Trust for Historic Preservation. |
| **Resource Management Element Policy 13.** The City of Huntington Park shall promote the preservation of important historic resources in the City, including but not limited to, the ongoing implementation of the City's Historic Preservation Ordinance. |
| **Resource Management Element Policy 14.** The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the-revision of new development proposals. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.12.6 SIGNIFICANT IMPACTS

No significant impacts on cultural (archeological/paleontological) or historic resources were identified in this analysis. The Draft General Plan will not result in a disturbance of any historic resources as defined in §15064.5 and designated on a list of qualified historic structures as approved by the City. Furthermore, the Draft General Plan would not result in substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines. CEQA Guidelines section 15064 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings.

## 3.13 RECREATION IMPACTS

### 3.13.1 SCOPE OF ANALYSIS

According to the City of Huntington Park, acting as Lead Agency, a project would normally have a significant adverse impact on recreational resources if it results in any of the following:

- The proposed General Plan's potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- The proposed General Plan's potential to affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

## 3.13.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations applicable to any development that would be effective in further reducing potential impacts on park facilities and recreational services. These regulations that would serve as standard conditions with respect to recreational facilities and resources are identified below.

- *City of Huntington Park General Plan.* As indicated previously (Section 3.2.5), the Land Use Element indicates the location and extent of permitted development, including parks and open space. In addition, the Resource Management Element includes an inventory of open space resources and indicates how they are to be used.

- *Quimby Act Requirements.* The Quimby Act Government (Code Section 66477). The National Recreation and Parks Association recommend five acres for every 1,000 residents. However, the Quimby Ordinance enables cities in California with standards of three acres per 1,000 residents to assess new developments an impact fee for park development. Given the City's current population of nearly 100,000 residents, a total of 500 acres of parkland would be required to meet the NRPA's standard of five acres of parkland for every 1,000 residents. A total of 300 acres of parkland would still be needed to meet the three acres of open space for every 1,000 residents.

### Park Facilities

Because of the developed character of the city, open space land is very limited. Virtually all of the parcels in the City have been developed and the remaining vacant parcels are limited to infill properties that are likely to be developed in the near term. The City of Huntington Park contains more than 31 acres of total park space, including a total of six parks and recreational facilities. The six park facilities are described below:

- *Chesley Park* is located at the corner of Zoe Avenue and Albany Street. The facility contains approximately 7,850 square feet of park space. Amenities include a playground, four grills, and picnic benches.

- *Robert Keller Park* is located at 6550 Miles Avenue, between City Hall and the Police Department. The park is approximately two acres in size and contains a concession stand, playground, and a picnic area with benches and grills.

- *Freedom Park* is located at the corner of Carmelita Street and 61st street at 3801 East 61st Street. Freedom Park contains approximately 2.5 acres of park space. Amenities include a recreation center, splash pad, two basketball courts, and a playground. This park also hosts an after-school program.

- *Salt Lake Park* is the largest park facility in the City with a total of 23 acres dedicated for open space and recreation. The park is located at the corner of Florence Avenue and Salt Lake Avenue at 3401 East Florence Avenue. The park fosters three recreational programs including a summer camp, youth and adult sports, and tiny tots.

- *Senior Citizen Park* is a 0.75-acre park located at 6923 Salt Lake Avenue. The park provides the following amenities: a picnic shelter with grill, benches, electrical outlets, and horseshoes.

- *Raul R. Perez Memorial Park* is a 4.47-acre park located at 6208 Alameda Street. The park provides a 4,488 square-foot community building, an indoor fitness room, a large room with kitchen for private events, a grass sports field with lights, outdoor basketball courts, a playground, a walking trail, and outdoor exercise equipment.

An additional park, Westside Park, was closed in 2008. In 2008 the City of Huntington Park completed a Parks and Recreation Master Plan, which serves as the blueprint for future park expansion, improvements, and policy decisions. The Parks and Recreation Master Plan identified several key conditions that will be continued to be addressed in the years to come. The City currently provides approximately 0.52 acres of parkland space for every 1,000 residents, which is less than the statewide park acreage standards of five acres of parkland for every 1,000 residents. The existing park facilities in the City are shown in Exhibit 3-8.

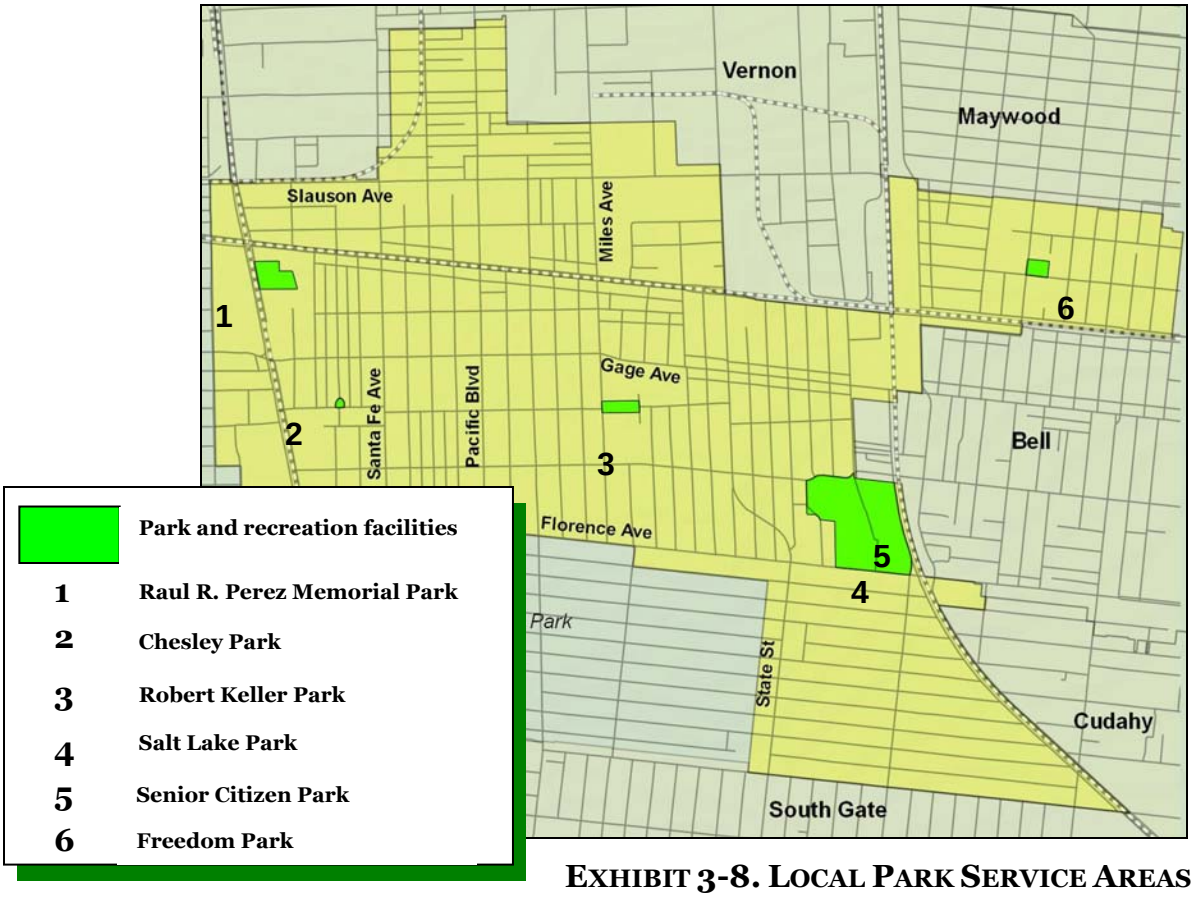



**EXHIBIT 3-8. LOCAL PARK SERVICE AREAS**

## 3.13.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park in its capacity as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in the following:

- The proposed General Plan's potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- The proposed General Plan's potential to affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

## 3.13.4 ENVIRONMENTAL IMPACTS

According to most conventional park and open space standards, between 2.5-acres and 5.0 acres of park land for every 1,000 persons is considered to be optimal. Assuming a standard of 2.5-acres of open space land per 1,000 persons, the City would need to provide more than 148-acres of open space to meet this standard. The City's total land area is 1,926-acres and the 148-acres standard would represent approximately 7% of the total land area of Huntington Park. As a result, this standard's application to the City is not feasible. The City's existing park facilities are shown in Exhibit 3-7. As shown in the Exhibit, the City's parks are spread out through the City and most residences are within one mile of a park. New development will be limited to the parcels identified for TOD and will not physically affect any of the City's parks.

## 3.13.5 MITIGATION

There are a number of policies in the Draft General Plan that will require future development to provide additional parkland or in lieu fees that will reduce the severity of the parkland deficiency.

**TABLE 3-25**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Resource Management Element Policy 17.** The City of Huntington Park shall provide an active and passive park system and recreational facilities, based on the distribution of population within the City so as to serve the needs of residents of all ages, economic levels, and physical conditions. |
| **Resource Management Element Policy 18.** The City of Huntington Park shall upgrade existing park facilities to improve park use and appearance and shall utilize opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad right-of-ways. |
| **Resource Management Element Policy 19.** The City of Huntington Park shall encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities. |
| **Resource Management Element Policy 20.** The City of Huntington Park shall coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

### 3.13.6 SIGNIFICANT IMPACTS

The Draft General Plan will not involve the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Draft General Plan will not require the construction and expansion of recreational facilities to accommodate projected demand.

## 3.14 TRAFFIC AND CIRCULATION IMPACTS

### 3.14.1 SCOPE OF ANALYSIS

The City of Huntington Park, in its capacity as Lead Agency in the review of the Draft General Plan, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The Initial Study determined the EIR should evaluate the following issues:

- The proposed General Plan's potential to cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- The proposed General Plan's potential to exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways.

- Inadequate parking capacity for commercial – industrial land uses;

- The proposed General Plan's potential to substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- The proposed General Plan's potential to cause a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks.

- The proposed General Plan's potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- The proposed General Plan's potential to **r**esult in inadequate emergency access.

## 3.14.2 ENVIRONMENTAL SETTING

### Regulatory Setting

There are a number of existing regulations and best management practices (BMP's) that are applicable to any new development that are effective in reducing and eliminating potential traffic and circulation impacts. These regulations and BMP's that will serve to preserve and enhance the circulation system of the City are identified below.

- *The Regional Transportation Plan (RTP).* SCAG's RTP establishes overall long term mobility policies for the movement of people and goods, including congestion relief strategies for all regionally significant facilities and activities.

- *SB 375 Enhanced Regional Planning Process.* SB 375 relies upon regional planning processes already underway in the 17 Metropolitan Planning Organizations (MPOs) in the state to accomplish its objectives. The provisions related to GHG emissions only apply to the MPOs in the state, which includes 37 of the 58 counties. Most notably, the measure requires the MPO to prepare a Sustainable Communities Strategy (SCS) within the RTP, which sets forth a vision for growth for the region taking into account the transportation, housing, environmental, and economic needs of the region. The SCS is the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so. Due to the size and complexity of the SCAG region, SB 375 allows subregional councils of government such as the Gateway Cities Council of Government (Gateway Cities COG) to prepare their own SCS and submit it to SCAG for inclusion in the regional SCS. The law suggests that the subregion work in collaboration with the county transportation commission in this case, the Los Angeles County Metropolitan Transportation Authority (MTA) in developing a subregional SCS.

- *The Los Angeles County Congestion Management Program (CMPs).* The City of Huntington Park is included in the Los Angeles County *Congestion Management Plan (CMP)*, which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds.

- *The Regional Transportation Improvement Program (RTIP).* The RTIP defines congestion relief projects and programs and is updated every two years. The RTIP must include all federally funded projects and CMP projects that will need federal or state funds. The RTIP must also be consistent with the Regional Transportation Plan.

- *California Department of Transportation.* Freeways and freeway facilities are under the jurisdiction of the California Department of Transportation (Caltrans). Caltrans is primarily responsible for the planning, design, construction, maintenance, and operation of the State's highway system. The City is located within Caltrans District 7 which includes Los Angeles and Ventura Counties.

- *I-710 Corridor Improvement Project.* There is a major planning initiative for the improvement of the I-710 Freeway. The I-710 Major Corridor Study analyzed congestion and mobility along the corridor in order to develop transportation solutions to preserve and enhance the quality of life of surrounding neighborhoods and communities. The Los Angeles County Metropolitan Transportation Authority (MTA) is the Lead Agency for the I-710 corridor. The corridor project will study 18 miles of the I-710 Freeway including the portion adjacent to the Bell. This phase, expected to be completed in 2011, will explore possible improvements to the I-710 corridor, along with the impact of these changes to the environment and surrounding communities.

- *California Public Utilities Commission.* Oversight of the rail lines and rail crossings is the responsibility of the California State Public Utilities Commission (PUC) as well as the Federal government.

The City is located within Caltrans District 7 which includes Los Angeles and Ventura Counties. There is a major planning initiative for the improvement of the I-710 Freeway. The I-710 Major Corridor Study (MCS) analyzed congestion and mobility along the corridor in order to develop transportation solutions to preserve and enhance the quality of life of surrounding neighborhoods and communities. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency for the MCS. The Multi-County Goods Movement Action Plan (MCGMAP) is the master plan for goods movement in Southern California and is intended to be used as a guide in the preparation of state, regional, and local transportation plans. The objectives of the MCGMAP are to develop strategies that: 1) address the goods movement infrastructure capacity needs of the region; 2) reduce goods movement emissions to help achieve air quality goals; and 3) improve the quality of life and community livability for Southern California residents. The Plan is regional in scope, so that the analyses of potential strategies and investments are at a corridor rather than a local or project-specific level. The Goods Movement Action Plan for Los Angeles County outlines key goods movement issues and challenges that impact Los Angeles County.

**Levels of Service**

Traffic conditions along roadways, highways, and intersections are most pronounced during the peak traffic periods during the morning (AM) peak period and the evening (PM) peak period. Traffic conditions are thus normally analyzed at study intersections during these times. To understand how well a roadway is handling traffic, several concepts have been devised. The first is a qualitative measure, referred to as level of service (LOS), which evaluates a roadway's operation based on observations. A LOS "A" is an optimal traffic condition, while a LOS "F" represents failure due to severe congestion. LOS "D" is frequently identified as the very minimum allowable "standard" service level during peak hours at intersections. The level of service concept is illustrated in Exhibit 3-9.

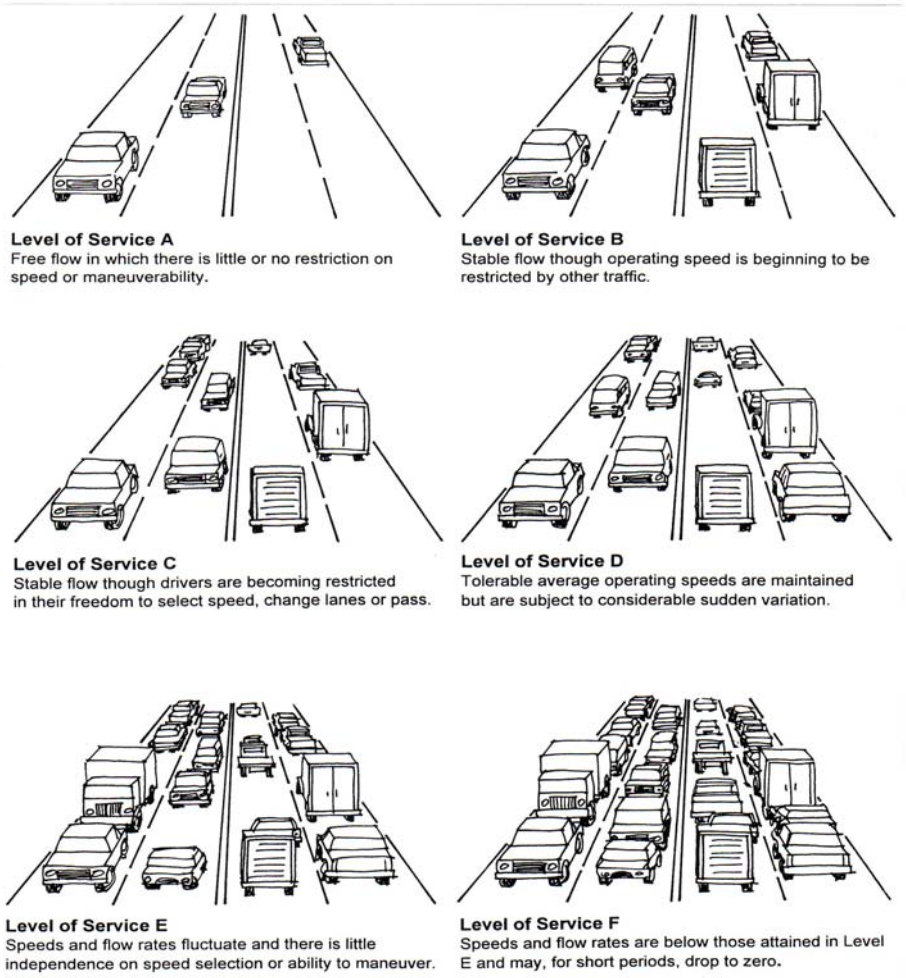



**EXHIBIT 3-9 LEVEL OF SERVICE DEFINITIONS**

A second more quantitative measure, referred to as volume to capacity ratio (V/C Ratio), is the ratio of a roadway's traffic volumes to its design capacity. The technique used to assess the operation of an intersection is known as intersection capacity utilization (ICU). To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the same intersection. An ICU value is usually expressed as a percent. The percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. An intersection with an ICU/LOS greater than 0.91/E is considered to be operating at an unacceptable level of service. Table 3-26 provides a comparison of the Level of Service definitions and the corresponding ICU values.

**TABLE 3-26**
**LEVEL OF SERVICE DEFINITIONS**

| LOS | ICU Range | Description |
|---|---|---|
| A | less than 0.60 | Free flowing traffic conditions, no congestion. |
| B | 0.60 to less than 0.70 | Generally free from congestion. All vehicles may clear signal in a single cycle. |
| C | 0.70 to less than 0.80 | Light congestion with occasional back-ups at critical approaches. |
| D | 0.80 to less than 0.90 | Congestion at critical approaches. |
| E | 0.90 to less than 1.00 | Moderate to severe congestion during peak period. |
| F | 1.00 of greater | Severe congestion. |

Source : Blodgett Baylosis Environmental Planning

## Existing Circulation System

The major roadway system in the City and surrounding area was designed to accommodate commuter traffic in Huntington Park and the surrounding communities. Regional access to the City of Huntington Park is readily available through the Long Beach (I-710) Freeway, which has interchanges at Atlantic Boulevard and Florence Avenue. Major streets in the City include Florence Avenue, Slauson Avenue, and Gage Avenue, which are east-west arterials. Pacific Boulevard, Alameda Street, Santa Fe Avenue, State Street, and Miles Avenue/Soto Street are north-south arterials. Local collector streets in the City are primarily lined with residential uses. Major roadways in the City are described below.

- *Alameda Street* is designated as a Major Arterial and traverses Huntington Park in a north to south orientation through the western portion of the City. The Alameda Corridor, a 20-mile long rail cargo expressway, extends through the center of Alameda Street, thus splitting the street into two north-south segments. The western segment has a curb-to-curb width of 47 feet with two travel lanes provided in each direction and left-turn pockets at major intersections. Parking is prohibited on both sides of the street. The eastern segment is smaller in width - 18 feet - and has one travel lane in each direction. Parking is permitted on both sides of the street; however, certain portions along the western side of the street feature diagonal parking stalls. Alameda Street passes through the industrial part of the City. The current (2015) daily traffic volumes for this roadway, between Slauson Avenue and Florence Avenue, range from 20,600 average daily trips (ADT) to 26,400 ADT.

- *Santa Fe Avenue* is another major north-south Major Arterial located in the western portion of the City. Santa Fe Avenue provides arterial access to/from downtown Los Angeles. The street has a curb-to-curb width of 65 feet and provides two travel lanes in each direction. There are left-turn pockets at major intersections and parking is generally permitted on both sides of the street. Land uses along Santa Fe Avenue are generally neighborhood-serving retail/commercial uses and single-family residential uses. The current (2016) daily traffic volumes for this roadway, between Randolph Street and Florence Avenue, range from 26,600 ADT to 27,000 ADT.

- *Pacific Boulevard* is also a Major Arterial that extends in a north-south orientation and is the primary anchor for the City's historic Downtown. The street has a curb-to-curb width of 90 feet with two travel lanes provided in each direction. There are left-turn pockets at major intersections. Parking is provided along both sides of the street as diagonal stalls. The current (2016) daily traffic volumes for this roadway, between 52nd Street and Florence Avenue, range from 17,500 ADT to 18,100 ADT.

- *Miles Avenue* is a Secondary Arterial that run in a north-south direction through the City and terminates at Florence Avenue. This street transitions into Soto Street at its northern terminus. Miles Avenue is a four-lane (two lanes in each direction) undivided roadway with on-street parking permitted on both sides of the street. Land uses along Miles Avenue are generally single-family residential with City Hall, Miles Avenue Elementary School, and Henry T. Gage Middle School located on the east side of the street, between Gage Avenue and Saturn Avenue.

- *Florence Avenue* is an east-west Major Arterial roadway with two lanes in each direction with a two-way left-turn lane (TWLTL) serving as a median, with left turn pockets at major intersections. On-street parking is permitted on both sides of the street. Land uses along Florence Avenue are primarily retail/commercial uses. This roadway extends along the City's southerly side. The average daily traffic volumes for the segment of Florence Avenue, between Alameda Avenue and Miles Avenue, range from 31,900 ADT to 33,000 ADT.

- *Slauson Avenue* is also a Major Arterial with four-lanes (two lanes in each direction) that extends through the northerly portion of the City. Slauson Avenue also has a TWLTL serving as a median, with left turn pockets at major intersections. On-street parking is permitted on both sides of the street. Land uses also Slauson Avenue are primarily retail/commercial with some light industrial uses along the north side of the roadway. The traffic volumes on this arterial total approximately 45,000 vehicles per day.

- *Gage Avenue* is a four-lane east-to-west undivided Second Arterial roadway located in the central city area. Residential and commercial land uses front Gage Avenue along its length and parking is permitted on both sides of the street. Gage Avenue carries approximately 23,400 to 27,600 vehicles per day.

Other collector streets that serve the City are identified below.

- *Saturn Avenue* is designated as a collector roadway with two travel lanes in each direction.
- *Rita Avenue* is designated as a collector roadway with two travel lanes in each direction.
- *Rugby Avenue* is designated as a collector roadway with two travel lanes in each direction.
- *Salt Lake Avenue* is designated as a collector roadway with two travel lanes in each direction.

### Intersection Operating Conditions

The remaining roadways in the City are local streets, providing one travel lane in each direction. Table 3-27 indicates the existing intersection levels of service (LOS) and ICU figures for the major intersections in the City affected by the General Plan Update. As indicated in the Table, the majority of those intersections have an acceptable level of service (LOS D or better). However, the following intersections currently operate below the LOS D target, at LOS E:

- Alameda Street/Florence Avenue (LOS E in both peak hours);
- Santa Fe Avenue/Slauson Avenue (LOS E in the p.m. peak hour);
- Boyle Avenue/Slauson Avenue (LOS E in both peak hours);
- State Street/Gage Avenue (LOS E in the a.m. peak hour); and,
- State Street/Florence Avenue (LOS E in both peak hours).

**Table 3-27**
**Intersection Levels of Service**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | LOS[1] | V/C or Delay[2] | LOS[1] | V/C or Delay[2] |
| 1. Wilmington Avenue/Randolph Street (North) | stop-control | A | 9.2 | A | 9.1 |
| 2. Wilmington Avenue/Randolph Street (South) | stop-control | B | 12 | B | 10.7 |
| 3. Wilmington Avenue/Gage Avenue | signal | B | 0.695 | B | 0.623 |
| 4. Alameda Street (West)/Slauson Avenue | signal | D | 0.822 | D | 0.821 |
| 5. Alameda Street (East)/Slauson Avenue | stop-control | C | 21.9 | C | 22.6 |
| 6. Alameda Street (West)/Randolph Street (North) | signal | A | 0.505 | A | 0.398 |
| 7. Alameda Street (East)/Randolph Street (North) | stop-control | A | 9.7 | A | 9.4 |
| 8. Alameda Street (West)/Randolph Street (South) | signal | B | 0.667 | B | 0.668 |
| 9. Alameda Street (East)/Randolph Street (South) | stop-control | A | 9.8 | B | 10.7 |
| 10. Alameda Street (West)/Gage Avenue | signal | D | 0.832 | D | 0.825 |
| 11. Alameda Street (East)/Gage Avenue | stop-control | C | 17.1 | B | 13.4 |

**Table 3-27**
**Intersection Levels of Service (continued)**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | LOS[1] | V/C or Delay[2] | LOS[1] | V/C or Delay[2] |
| 12. Alameda Street/Florence Avenue | signal | E | 0.910 | E | 0.905 |
| 13. Santa Fe Avenue/Slauson Avenue | signal | D | 0.875 | E | 0.904 |
| 14. Santa Fe Avenue/Randolph Street (North) | signal | B | 0.627 | B | 0.607 |
| 15. Santa Fe Avenue/Randolph Street (South) | signal | B | 0.651 | B | 0.643 |
| 16. Santa Fe Avenue/Gage Avenue | signal | D | 0.894 | D | 0.887 |
| 17. Santa Fe Avenue/Florence Avenue | signal | D | 0.845 | D | 0.855 |
| 18. Pacific Boulevard/Slauson Avenue | signal | D | 0.827 | C | 0.739 |
| 19. Pacific Boulevard/Randolph Street (North) | signal | A | 0.561 | A | 0.459 |
| 20. Pacific Boulevard/Randolph Street (South) | signal | A | 0.562 | A | 0.481 |
| 21. Pacific Boulevard/Gage Avenue | signal | C | 0.775 | B | 0.642 |
| 22. Pacific Boulevard/Florence Avenue | signal | D | 0.833 | C | 0.775 |
| 23. Miles Avenue/Slauson Avenue | signal | D | 0.858 | D | 0.844 |
| 24. Miles Avenue/Randolph Street (North) | signal | B | 0.673 | A | 0.597 |
| 25. Miles Avenue/Randolph Street (South) | signal | A | 0.594 | B | 0.620 |
| 26. Miles Avenue/Gage Avenue | signal | C | 0.799 | C | 0.708 |
| 27. Miles Avenue/Florence Avenue | signal | D | 0.840 | D | 0.873 |
| 28. Boyle Avenue/Slauson Avenue | signal | E | 0.920 | E | 0.964 |
| 29. Boyle Avenue/Randolph Street (North) | stop-control | A | 0 | A | 0 |
| 30. Boyle Avenue/Randolph Street (South) | signal | D | 0.888 | C | 0.708 |
| 31. State Street/Gage Avenue | signal | E | 0.908 | D | 0.898 |
| 32. State Street/Florence Avenue | signal | E | 0.971 | E | 0.933 |
| 33. State Street/Santa Ana Street | signal | C | 0.749 | C | 0.748 |
| 34. Salt Lake Avenue/Florence Avenue (West) | signal | D | 0.839 | D | 0.868 |
| 35. California Avenue/Santa Ana Street | signal | D | 0.844 | D | 0.834 |
| 36. Salt Lake Avenue/Gage Avenue | signal | C | 0.744 | C | 0.748 |
| 37. Salt Lake Avenue/Florence Avenue (East) | signal | D | 0.884 | C | 0.708 |
| 38. Maywood Avenue/Randolph Street (North) | signal | B | 0.602 | A | 0.393 |
| 39. Maywood Avenue/Randolph Street (South) | signal | A | 0.575 | A | 0.581 |
| 40. Maywood Avenue/Gage Avenue | signal | B | 0.611 | A | 0.527 |

[1] Level of Service, based on Intersection Capacity Utilization (ICU) for signalized intersections and Highway Capacity Manual (HCM) for unsignalized intersections.
[2] Volume-to-capacity ratio for signalized intersections; or delay in seconds/vehicle for unsignalized intersections.

### Truck Routes

The City of Huntington Park has restricted trucks to major roadways in the City. These include Slauson Avenue, Florence Avenue, Gage Avenue, Santa Fe Avenue, and Alameda Street. Trucks are prohibited on residential streets except for emergencies or local deliveries. Exhibit 3-10 shows truck routes in the City.

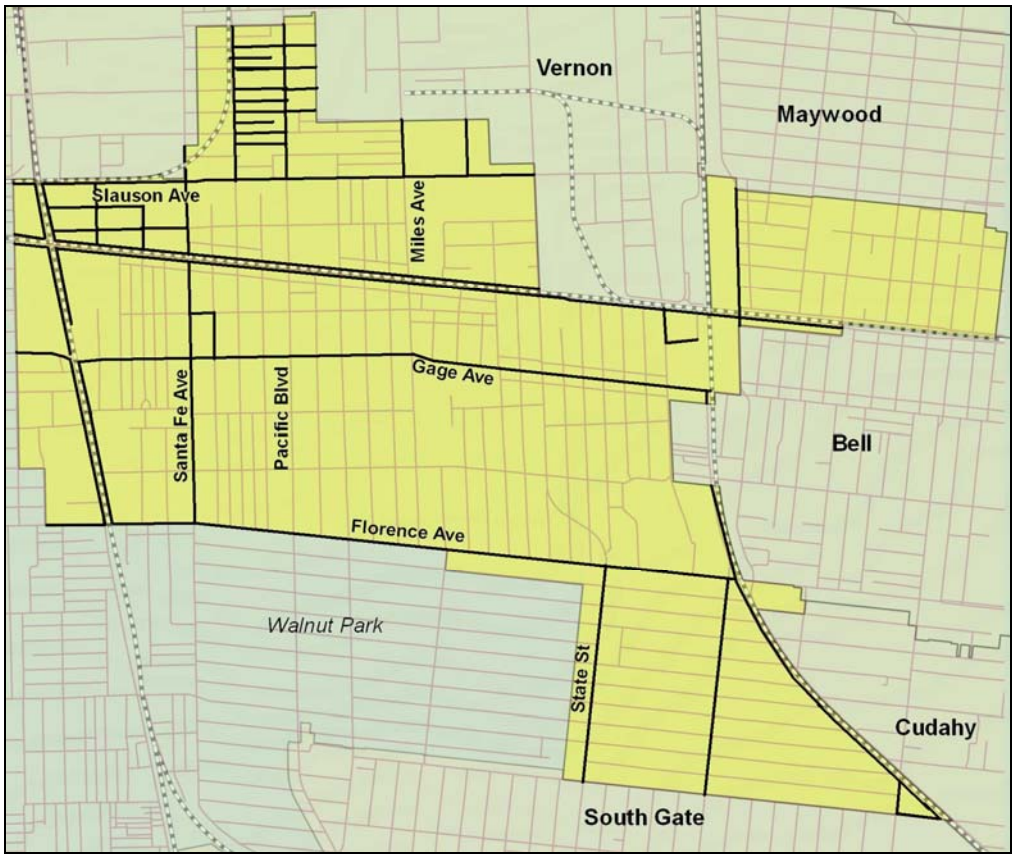



**EXHIBIT 3-10. TRUCK ROUTES**

### Public Transportation

The Los Angeles County Metropolitan Transportation Authority (MTA) buses run along major streets in the City including Pacific Boulevard, Florence Avenue, Gage Avenue, and Santa Fe Avenue. MTA buses passing through Huntington Park include Routes 60, 102, 108-358, 110, 111-311, 251, 254, 611, 612, 751, and 760. These routes pass through all major arterial roadways in the City and provide connections to most communities and major activity centers throughout the region. The MTA Metro Blue Line is a commuter rail service serving downtown Los Angeles and areas to the south down to Long Beach. The Blue Line is operated through Prop A funds with a fixed fare for any length of the trip. Bus routes complement the Blue Line, and several park-and-ride and kiss-and-ride lots have been developed along the route to encourage use of the Blue Line.

### Bicycle Trails

A Class I bikeway (trail dedicated exclusively for the use of bicyclists) extends along the banks of the Los Angeles River channel. This bikeway begins at Atlantic Avenue, near the northern end of the City and goes south to the City of Long Beach, connecting to the Shoreline Trail. The Class I bikeway along the Rio Hondo River meets the Los Angeles River trail where the two rivers connect, south of Huntington Park. A striped bike lane on Randolph Street connects to the Los Angeles River trail and extends west to the western boundary of the City.

### Airports

The Los Angeles International Airport (LAX) is approximately 13 miles west of the City. LAX provides air transportation to the entire region. Airplanes over the City of Huntington Park fly within the air space 2,000 to 7,000 feet above the City. The Long Beach Municipal Airport is located approximately 11 miles south of the City and provides additional air transportation services for local businesses and industries. The Compton Airport, located approximately 6.77 miles southwest of Huntington Park, is a County-owned airport used for general aviation of small planes. Other regional airports are located approximately 25 to 45 miles from the City and include John Wayne Airport, Long Beach Airport, and Ontario Airport.

### Harbors, Ports & Rail Transit

The nearest harbor facilities to Huntington Park are located in the Ports of Los Angeles and Long Beach. Several freight shipping and fishing companies are located at these ports. Regular passenger service to destinations such as Catalina Island and international cruise ship services can also be obtained at these facilities. The AT&SF tracks are used by the Amtrak trains and Metrolink commuter trains. Amtrak operates trains daily with service between San Diego and Santa Barbara. Metrolink serves the station with four trains (northbound) and four trains (southbound) in the AM and PM peak periods, respectively. The Metrolink trains travel from downtown Los Angeles to Orange County and Oceanside.

## 3.14.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Huntington Park acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in the following:

- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

- An increase in the level of service standard established by the County Congestion Management Agency for designated roads or highways.

- An inadequate parking capacity for commercial – industrial land uses;

- A conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

- Result in a decreased Level of Service (LOS) for any major intersection or roadway segment within the City or adjacent City.

- In Los Angeles County, mitigation is required if (1) the ICU is worse than Level of Service E, which corresponds to an ICU of 100%t or more; and (2) the project traffic adds 2% or more to the ICU.

In Los Angeles County, mitigation is required if (1) the ICU is worse than Level of Service E, which corresponds to an ICU of 100%t or more; and (2) the project traffic adds 2% or more to the ICU.

## 3.14.4 ENVIRONMENTAL IMPACTS

### Roadway Classification and Standard

The primary circulation system in the City of Huntington Park serves two distinct and equally important functions: 1) providing access to individual properties, and 2) the transport of people and goods into and through the City. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. The roadway system in Huntington Park has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City of Huntington Park are classified according to their primary function that is described below.

- *Major Arterials.* The main function of a Major Arterial is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on major arterial roadways. These streets typically provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. Major arterial roadways typically contain 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide.

- *Collector Streets*. A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-city or through-traffic.

- *Local Streets*. Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Huntington Park are generally 40 to 50 feet wide, with a pavement width of between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks.

Table 3-28 summarizes the standards generally applicable to each roadway classification.

**TABLE 3-28**
**ROADWAY CLASSIFICATIONS AND STANDARDS**

| | Major Highways | Secondary Highways | Collector Roads | Local Streets |
|---|---|---|---|---|
| Travel Lanes | 4-6 | 2-4 lanes | 2 lanes | 2 lanes |
| Parking Lanes | 0-2 | 0-2 lanes | 0-2 lanes | 0-2 lanes |
| Volumes ADT | 20,000-greater | 10,000 or greater | Up to 10,000 | 2,000 or less |
| ROW width | 100 ft. | 80 ft. | 60 ft. | 40-50 ft. |
| Pavement Width | 84 ft. | 64 ft. | 40 ft. | 24-30 ft. |

Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way

### Roadway Performance Standards

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure. A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), in which LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection's level of service employs a ratio of the intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes.

The City of Huntington Park has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The City recognizes that not all intersections within Huntington Park can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies.

### Analysis of the Traffic Impacts Generated by Future Development

A traffic impact analysis (TIA) was prepared for the General Plan update by Transpogroup. The TIA focused on the new development that will be facilitated by the changes in land use to support TOD. The TIA includes a description of existing conditions in the site vicinity, including roadway network, Existing and General Plan weekday AM and PM peak hour traffic volumes, and traffic operations. This analysis focuses on the weekday daily (24-hour), AM (7:00 to 9:00 AM) peak period, and the PM (4:00 to 6:00 PM)

peak period. The peak periods represent the highest total traffic for the adjacent street system, and were further analyzed for peak hour conditions. As a process of collecting a current and comprehensive traffic count inventory of the City, existing traffic counts were collected at the following 40 intersections and 15 roadway segments throughout the City in November 2015.

**Intersections**

1. Wilmington Avenue/Randolph Street (North);
2. Wilmington Avenue/Randolph Street (South);
3. Wilmington Avenue/Gage Avenue;
4. Alameda Street (West)/Slauson Avenue;
5. Alameda Street (East)/Slauson Avenue;
6. Alameda Street (West)/Randolph Street (North);
7. Alameda Street (East)/Randolph Street (North);
8. Alameda Street (West)/Randolph Street (South);
9. Alameda Street (East)/Randolph Street (South);
10. Alameda Street (West)/Gage Avenue;
11. Alameda Street (East)/Gage Avenue;
12. Alameda Street/Florence Avenue;
13. Santa Fe Avenue/Slauson Avenue;
14. Santa Fe Avenue/Randolph Street (North);
15. Santa Fe Avenue/Randolph Street (South);
16. Santa Fe Avenue/Gage Avenue;
17. Santa Fe Avenue/Florence Avenue;
18. Pacific Blvd/Slauson Avenue;
19. Pacific Blvd/Randolph Street (North);
20. Pacific Blvd/Randolph Street (South);
21. Pacific Blvd/Gage Avenue;
22. Pacific Blvd/Florence Avenue;
23. Miles Avenue/Slauson Avenue;
24. Miles Avenue/Randolph Street (North);
25. Miles Avenue/Randolph Street (South);
26. Miles Avenue/Gage Avenue;
27. Miles Avenue/Florence Avenue;
28. Boyle Avenue/Slauson Avenue;
29. Boyle Avenue/Randolph Street (North);
30. Boyle Avenue/Randolph Street (South);
31. State Street/Gage Avenue;
32. State Street/Florence Avenue;
33. State Street/Santa Ana Street;
34. Salt Lake Avenue/Florence Avenue (West);
35. California Avenue/Santa Ana Street;
36. Salt Lake Avenue/Gage Street;
37. Salt Lake Avenue/Florence Avenue (East);
38. Maywood Avenue/Randolph Street (North);

39. Maywood Avenue/Randolph Street (South); and,
40. Maywood Avenue/Gage Avenue.

**Roadway Segments**

1. Florence Avenue, Pacific Boulevard to Miles Avenue;
2. Florence Avenue, Alameda Avenue to Santa Fe Avenue;
3. Santa Fe Avenue, Slauson Avenue to Randolph Street;
4. Alameda Street, Gage Avenue to Florence Avenue;
5. Santa Fe Avenue, Gage Avenue to Florence Avenue;
6. Santa Fe Avenue, Randolph Street to Gage Avenue;
7. State Street, Slauson Avenue to Gage Avenue;
8. State Street, Florence Avenue to Santa Ana Street;
9. State Street, Gage Avenue to Saturn Avenue;
10. Alameda Street, Randolph Street to Gage Avenue;
11. Alameda Street, Slauson Avenue to Randolph Street;
12. Pacific Boulevard, Slauson Avenue to Randolph Street;
13. Pacific Boulevard, 52nd Street to Slauson Avenue;
14. Pacific Boulevard, Gage Avenue to Florence Avenue; and,
15. Pacific Boulevard, Randolph Street to Gage Avenue.

For purposes of analyzing the proposed future land use changes related to the General Plan Update, the study area was narrowed down to the following 12 intersections and eight roadway segments. These facilities were chosen in conjunction with City staff to be the potentially impacts facilities due to the General Plan Update.

**Intersections**

1. Santa Fe Avenue/Slauson Avenue;
2. Santa Fe Avenue/Randolph Street (North);
3. Santa Fe Avenue/Randolph Street (South);
4. Santa Fe Avenue/Gage Avenue;
5. Santa Fe Avenue/Florence Avenue;
6. Pacific Blvd/Slauson Avenue;
7. Pacific Blvd/Randolph Street (North);
8. Pacific Blvd/Randolph Street (South);
9. State Street/Florence Avenue;
10. State Street/Santa Ana Street;
11. Salt Lake Avenue-California Avenue/Florence Avenue (West); and,
12. California Avenue/Santa Ana Street.

**Roadway Segments**

1. Santa Fe Avenue, Slauson Avenue to Randolph Street;
2. Santa Fe Avenue, Randolph Street to Gage Avenue;
3. Santa Fe Avenue, Gage Avenue to Florence Avenue;

4. Pacific Boulevard, Slauson Avenue to Randolph Street;
5. Pacific Boulevard, Randolph Street to Gage Avenue;
6. Florence Avenue, Alameda Avenue to Santa Fe Avenue;
7. Florence Avenue, Pacific Boulevard to Miles Avenue; and,
8. State Street, Florence Avenue to Santa Ana Street.

The study intersections and roadway segments were analyzed for the following three study scenarios:

- Existing Conditions
- General Plan (current) – Year 2035 Buildout per SCAG model volumes
- General Plan Update – Year 2035 with proposed land use changes

The existing conditions are presented in Table 3-29. Table 3-29 shows the level of service for all of the 40 study intersections.

**Table 3-29**
**Intersection Levels of Service - Existing**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | LOS[1] | V/C or Delay[2] | LOS[1] | V/C or Delay[2] |
| 1. Wilmington Avenue/Randolph Street (North) | stop-control | A | 9.2 | A | 9.1 |
| 2. Wilmington Avenue/Randolph Street (South) | stop-control | B | 12 | B | 10.7 |
| 3. Wilmington Avenue/Gage Avenue | signal | B | 0.695 | B | 0.623 |
| 4. Alameda Street (West)/Slauson Avenue | signal | D | 0.822 | D | 0.821 |
| 5. Alameda Street (East)/Slauson Avenue | stop-control | C | 21.9 | C | 22.6 |
| 6. Alameda Street (West)/Randolph Street (North) | signal | A | 0.505 | A | 0.398 |
| 7. Alameda Street (East)/Randolph Street (North) | stop-control | A | 9.7 | A | 9.4 |
| 8. Alameda Street (West)/Randolph Street (South) | signal | B | 0.667 | B | 0.668 |
| 9. Alameda Street (East)/Randolph Street (South) | stop-control | A | 9.8 | B | 10.7 |
| 10. Alameda Street (West)/Gage Avenue | signal | D | 0.832 | D | 0.825 |
| 11. Alameda Street (East)/Gage Avenue | stop-control | C | 17.1 | B | 13.4 |
| 12. Alameda Street/Florence Avenue | signal | E | 0.910 | E | 0.905 |
| 13. Santa Fe Avenue/Slauson Avenue | signal | D | 0.875 | E | 0.904 |
| 14. Santa Fe Avenue/Randolph Street (North) | signal | B | 0.627 | B | 0.607 |
| 15. Santa Fe Avenue/Randolph Street (South) | signal | B | 0.651 | B | 0.643 |
| 16. Santa Fe Avenue/Gage Avenue | signal | D | 0.894 | D | 0.887 |
| 17. Santa Fe Avenue/Florence Avenue | signal | D | 0.845 | D | 0.855 |

**Table 3-29**
**Intersection Levels of Service - Existing**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | LOS[1] | V/C or Delay[2] | LOS[1] | V/C or Delay[2] |
| 18. Pacific Boulevard/Slauson Avenue | signal | D | 0.827 | C | 0.739 |
| 19. Pacific Boulevard/Randolph Street (North) | signal | A | 0.561 | A | 0.459 |
| 20. Pacific Boulevard/Randolph Street (South) | signal | A | 0.562 | A | 0.481 |
| 21. Pacific Boulevard/Gage Avenue | signal | C | 0.775 | B | 0.642 |
| 22. Pacific Boulevard/Florence Avenue | signal | D | 0.833 | C | 0.775 |
| 23. Miles Avenue/Slauson Avenue | signal | D | 0.858 | D | 0.844 |
| 24. Miles Avenue/Randolph Street (North) | signal | B | 0.673 | A | 0.597 |
| 25. Miles Avenue/Randolph Street (South) | signal | A | 0.594 | B | 0.620 |
| 26. Miles Avenue/Gage Avenue | signal | C | 0.799 | C | 0.708 |
| 27. Miles Avenue/Florence Avenue | signal | D | 0.840 | D | 0.873 |
| 28. Boyle Avenue/Slauson Avenue | signal | E | 0.920 | E | 0.964 |
| 29. Boyle Avenue/Randolph Street (North) | stop-control | A | 0 | A | 0 |
| 30. Boyle Avenue/Randolph Street (South) | signal | D | 0.888 | C | 0.708 |
| 31. State Street/Gage Avenue | signal | E | 0.908 | D | 0.898 |
| 32. State Street/Florence Avenue | signal | E | 0.971 | E | 0.933 |
| 33. State Street/Santa Ana Street | signal | C | 0.749 | C | 0.748 |
| 34. Salt Lake Avenue/Florence Avenue (West) | signal | D | 0.839 | D | 0.868 |
| 35. California Avenue/Santa Ana Street | signal | D | 0.844 | D | 0.834 |
| 36. Salt Lake Avenue/Gage Avenue | signal | C | 0.744 | C | 0.748 |
| 37. Salt Lake Avenue/Florence Avenue (East) | signal | D | 0.884 | C | 0.708 |
| 38. Maywood Avenue/Randolph Street (North) | signal | B | 0.602 | A | 0.393 |
| 39. Maywood Avenue/Randolph Street (South) | signal | A | 0.575 | A | 0.581 |
| 40. Maywood Avenue/Gage Avenue | signal | B | 0.611 | A | 0.527 |

[1] Level of Service, based on Intersection Capacity Utilization (ICU) for signalized intersections and Highway Capacity Manual (HCM) for unsignalized intersections.
[2] Volume-to-capacity ratio for signalized intersections; or delay in seconds/vehicle for unsignalized intersections.

Exhibit 3-11 shows the existing daily and peak hour traffic volumes for the 12 study intersections that are located within or adjacent to the TOD planning areas.

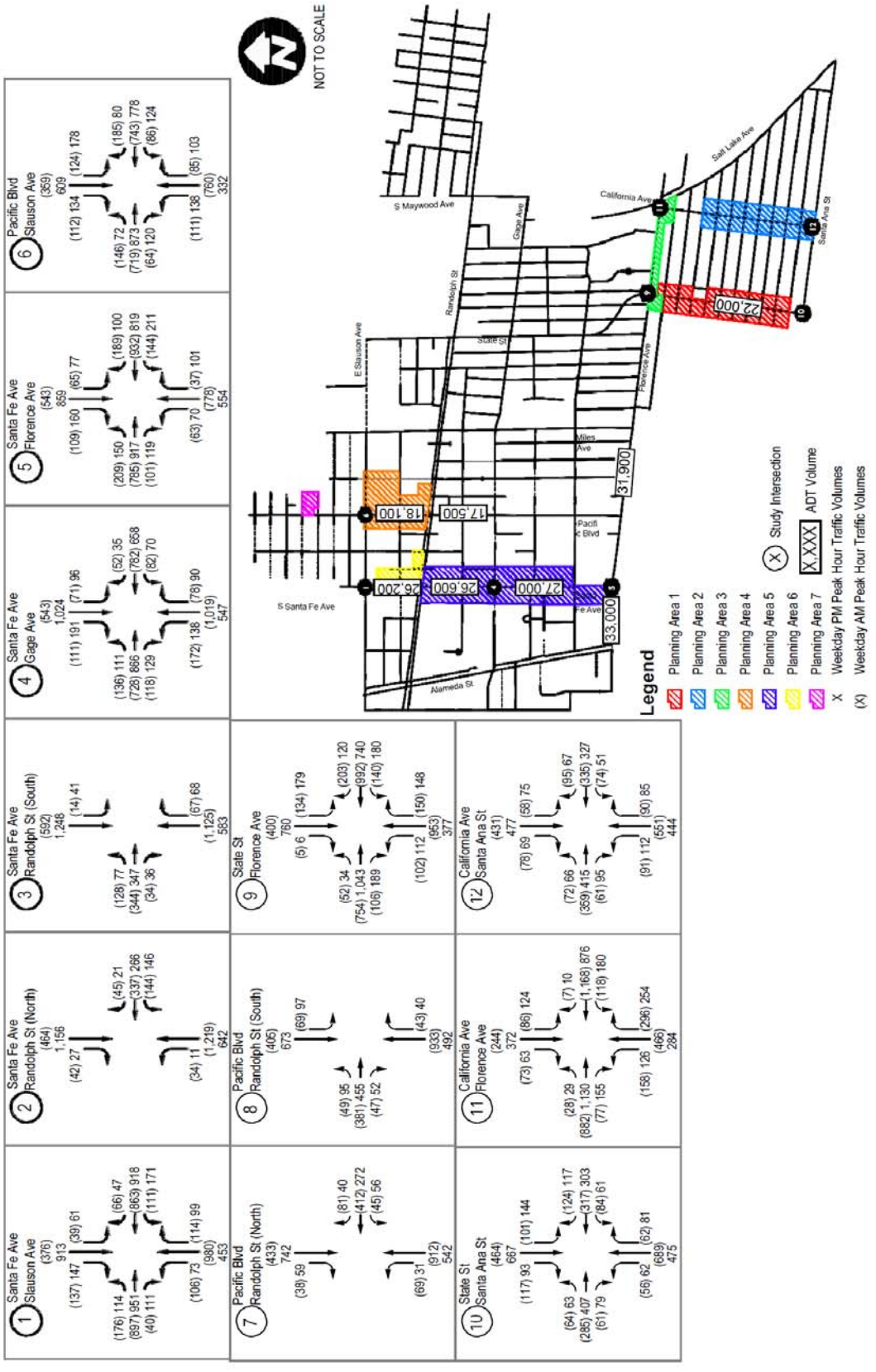



**EXHIBIT 3-11. EXISTING DAILY AND PEAK HOUR TRAFFIC VOLUMES**
SOURCE: TRANSPOGROUP

As shown in the Table, the following intersections are operating at a substandard level of service:

- Alameda Street/Florence Avenue (LOS E in both peak hours);
- Santa Fe Avenue/Slauson Avenue (LOS E in the p.m. peak hour);
- Boyle Avenue/Slauson Avenue (LOS E in both peak hours);
- State Street/Gage Avenue (LOS E in the a.m. peak hour); and,
- State Street/Florence Avenue (LOS E in both peak hours).

Table 3-30 provides the General Plan (current) – Buildout Year 2035 (without General Plan Update) intersection levels of service for the General Plan Update study area intersections. The current General Plan - Buildout Year 2035 (without General Plan Update) traffic volumes were obtained from the Southern California Association of Governments (SCAG) Travel Demand Model. Transpo obtained the SCAG Total Volume Validation Year and Buildout Year model data and then post-processed the data for daily and peak hour turning movements. The SCAG model data includes the current designated land uses in the City's General Plan. Lastly, since the current City street network is built out, no future intersection improvements were assumed for this analysis. Exhibit 3-12 shows the future 2035 peak hour traffic volumes under the existing zoning for the 12 study intersections.

**Table 3-30**
**General Plan (current) – Build-out Year 2035 Intersection LOS**

| Intersection | Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | V/C[1] | LOS[2] | V/C[1] | LOS[2] |
| 1. Santa Fe Avenue/Slauson Avenue | signal | 0.868 | D | **0.902** | **E** |
| 2. Santa Fe Avenue/Randolph Street (North) | signal | 0.610 | B | 0.578 | A |
| 3. Santa Fe Avenue/Randolph Street (South) | signal | 0.611 | B | 0.633 | B |
| 4. Santa Fe Avenue/Gage Avenue | signal | 0.871 | D | **0.914** | **E** |
| 5. Santa Fe Avenue/Florence Avenue | signal | 0.834 | D | 0.848 | D |
| 6. Pacific Blvd/Slauson Avenue | signal | 0.815 | D | 0.753 | C |
| 7. Pacific Blvd/Randolph Street (North) | signal | 0.548 | A | 0.519 | A |
| 8. Pacifc Blvd/Randolph Street (South) | signal | 0.539 | A | 0.469 | A |
| 9. State Street/Florence Avenue | signal | **0.968** | **E** | **0.915** | **E** |
| 10. State Street/Santa Ana Street | signal | 0.746 | C | 0.778 | C |
| 11. Salt Lake Avenue-California Avenue/Florence Avenue (West) | signal | 0.864 | D | 0.847 | D |
| 12. California Avenue/Santa Ana Street | signal | 0.842 | D | 0.846 | D |

As shown in Table 3-30, the following three intersections in the General Plan Update study area are forecast to operate at LOS E or worse in the General Plan (current) – Buildout Year 2035 (without General Plan Update):

- Santa Fe Avenue/Slauson Avenue (LOS E in the p.m. peak hour);
- Santa Fe Avenue/Gage Avenue (LOS E in the p.m. peak hour); and,
- State Street/Florence Avenue (LOS E in both peak hours).

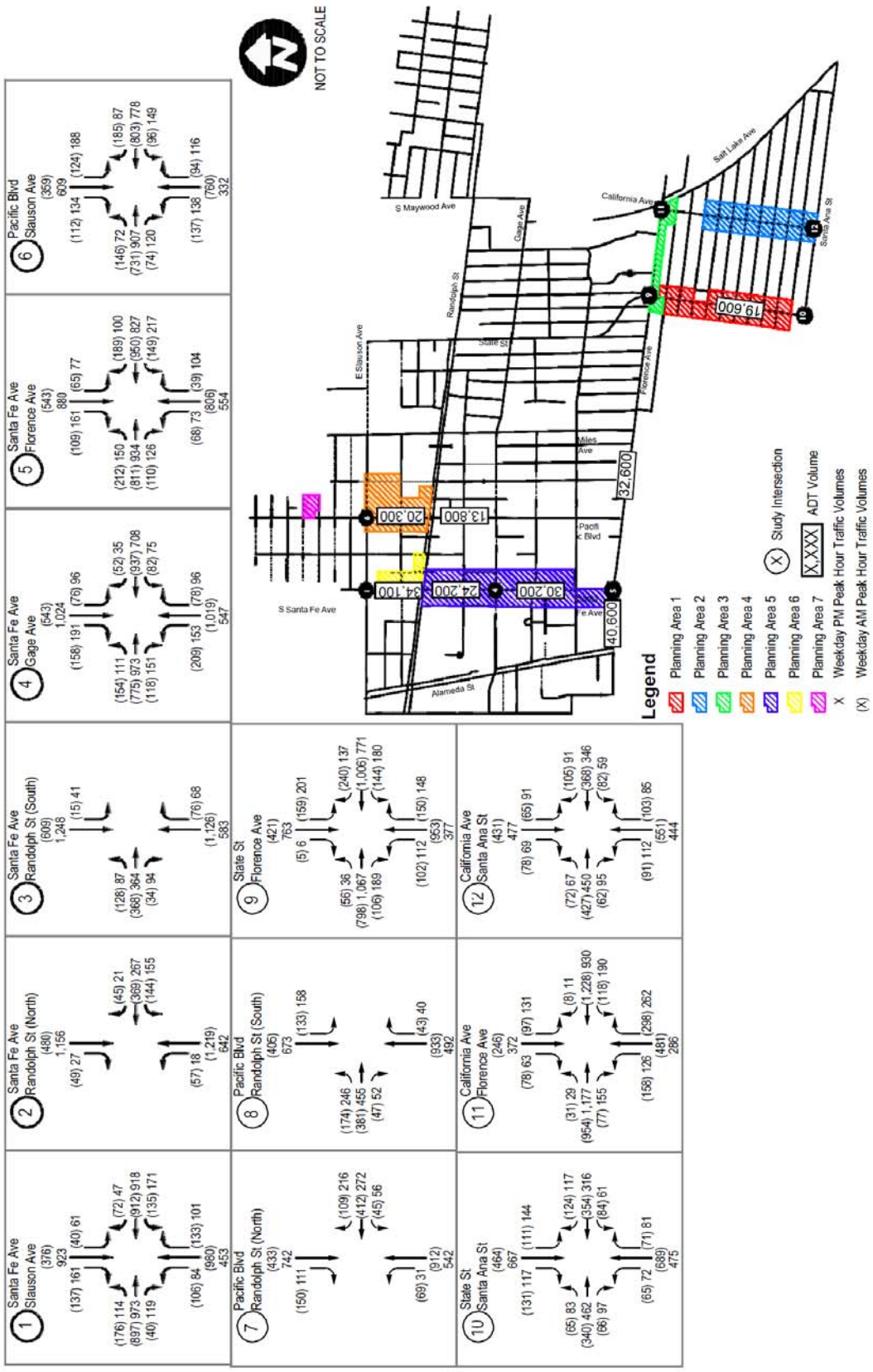



**EXHIBIT 3-12. 2035 BUILD-OUT UNDER EXISTING ZONING DAILY AND PEAK HOUR TRAFFIC VOLUMES**
SOURCE: TRANSPOGROUP

Table 3-31 presents the existing roadway segment level of service summary for the General Plan Update study area. As stated previously, the minimum satisfactory LOS for the study area roadway segment is LOS E.

**Table 3-31**
**Existing Roadway Segment Levels of Service**

| Roadway | Segment | No. of Lanes | Capacity | Roadway Classification | Total ADT | V/C Ratio | LOS |
|---|---|---|---|---|---|---|---|
| Santa Fe Avenue | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 26,200 | 0.79 | C |
| Santa Fe Avenue | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 26,600 | 0.80 | C |
| Santa Fe Avenue | Gage Ave<br>Florence Ave | 4 | 33,300 | Major Arterial | 27,000 | 0.81 | D |
| Pacific Boulevard | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 18,100 | 0.54 | A |
| Pacific Boulevard | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 17,500 | 0.53 | A |
| Florence Avenue | Alameda Ave<br>Santa Fe Ave | 4 | 33,300 | Major Arterial | 33,000 | **0.99** | **E** |
| Florence Avenue | Pacific Blvd<br>Miles Ave | 4 | 33,300 | Major Arterial | 31,900 | **0.96** | **E** |
| State Street | Florence Ave<br>Santa Ana St | 4 | 33,300 | Secondary Arterial | 22,000 | 0.66 | B |

Based on the analysis, the following roadway segments are currently operating at LOS E and/or LOS F:

- Florence Avenue, between Alameda Street and Santa Fe Avenue; and,
- Florence Avenue, between Pacific Boulevard and Miles Avenue.

Table 3-32 presents the General Plan (current) – Buildout Year 2035 (without General Plan Update) roadway segment level of service summary. Since the current City street network is built out, no future roadway segment improvements were assumed for this analysis.

**Table 3-32**
**General Plan (current) – Build-out Year 2035 Roadway Segment Levels of Service**

| Roadway | Segment | No. of Lanes | Capacity | Roadway Classification | Total ADT | V/C Ratio | LOS |
|---|---|---|---|---|---|---|---|
| Santa Fe Avenue | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 34,100 | **1.02** | **F** |
| Santa Fe Avenue | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 24,200 | 0.73 | C |
| Santa Fe Avenue | Gage Ave<br>Florence Ave | 4 | 33,300 | Major Arterial | 30,200 | **0.91** | **E** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Pacific Boulevard | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 20,300 | 0.61 | B |
| Pacific Boulevard | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 13,800 | 0.41 | A |
| Florence Avenue | Alameda Ave<br>Santa Fe Ave | 4 | 33,300 | Major Arterial | 40,600 | **1.22** | **F** |
| Florence Avenue | Pacific Blvd<br>Miles Ave | 4 | 33,300 | Major Arterial | 32,600 | **0.98** | **E** |
| State Street | Florence Ave<br>Santa Ana St | 4 | 33,300 | Secondary Arterial | 19,600 | 0.59 | A |

Based on the analysis shown in Table 3-32, the following roadway segments are forecast to operate at LOS E and/or LOS F:

- Santa Fe Avenue, between Slauson Avenue and Randolph Street (LOS F);
- Santa Fe Avenue, between Gage Avenue and Florence Avenue (LOS E);
- Florence Avenue, between Alameda Avenue and Santa Fe Avenue (LOS F); and,
- Florence Avenue, between Pacific Boulevard and Miles Avenue (LOS E).

**Trip Generation**

The trip generation estimates for the project were derived from trip rates in the Institute of Transportation Engineers, *Trip Generation, 9th Edition* (2012). For the General Plan Update, trips were generated by planning area. These trip estimates account for future proposed transit oriented development (TODs) that are being planned for in the City, along the future, proposed Eco-Rapid Transit route that would provide rapid transit service for the Gateway Cities.

Due to the nature of TODs, trip reductions designated as percentages of the ITE trip rate are an adequate method of estimating future traffic impacts in an area. The California Air Pollution Control Officers Association (CAPCOA) classifies TODs as a strategy to "Increase Transit Accessibility", which helps to reduce the traffic burden of an area that contains TODs. These developments facilitate multimodal trips by providing proximate and quick transit options for busy areas. Thus, where an increase in development density and residences usually results in exact and measurable increase in trip rates, TODs promote transit and multimodal options over vehicles, and thus do not result in the same increase.

According to a Transit Cooperative Research Program (TRCP) report, TODs can lower ITE trip rates by an average of 50 percent for both the AM and PM peak hours. This report summarizes a research effort to collect travel data and quantify trip generation rates of TODs in urban and suburban areas in four geographical regions across the United States, including Philadelphia, New England, New Jersey, Portland Metropolitan, San Francisco Bay Area, and Washington D.C. Many of the higher reductions occurred near Washington D.C. where there is a strong connection between TODs resulting in a connective effect that reduces trip rates by an even higher amount. TODs in more suburban locations

indicated a lesser trip reduction of between approximately 10 percent and 20 percent. Since the study focuses on many different TODs both in terms of size, geographical location, and connectivity to other nearby TODs, given the current high transit (bus) usage in Huntington Park, the proposed trip rate reduction of approximately 25 percent would be considered a reasonable estimate on the future effects that the TOD within Huntington Park would have on traffic and overall trip rates in the proximate area.

Table 3-33 presents the trip generation estimates of the proposed General Plan Update for each of the seven Planning Areas. As shown in the table, overall, the proposed land use changes at the seven Planning Areas would generate a net of approximately 959 daily trips, 33 AM peak hour trips (-20 inbound and 53 outbound), and 81 PM peak hour trips (50 inbound and 31 outbound).

**Table 3-33**
**Project Trip Generation**

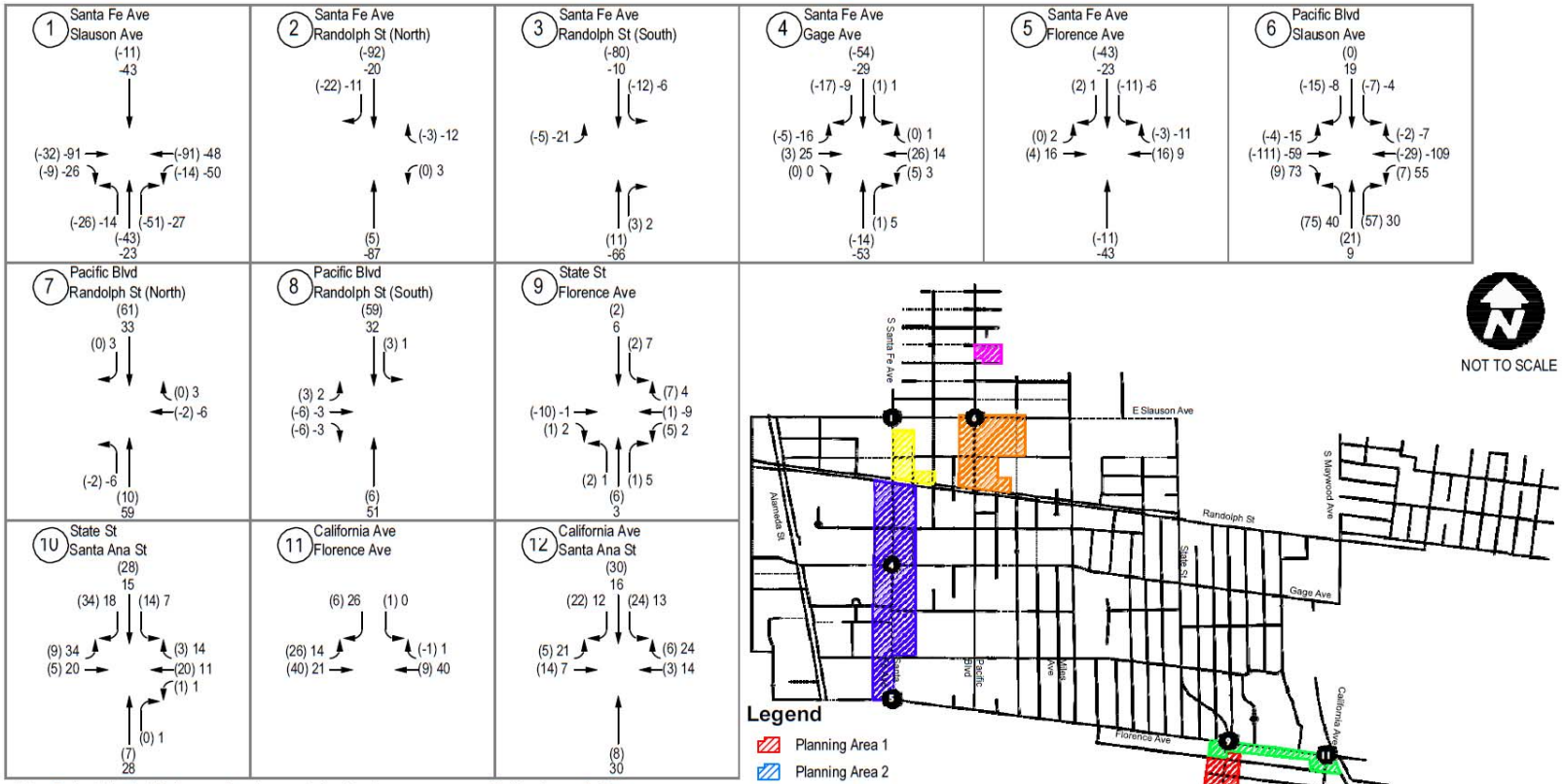
| Land Use | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Trip Rates** | | | | | | | | |
| Condominium/Townhomes | DU | 8.0/DU | 0.060 | 0.480 | 0.540 | 0.470 | 0.260 | 0.730 |
| Apartment | DU | 6.65/DU | 0.102 | 0.408 | 0.510 | 0.403 | 0.217 | 0.620 |
| **Project Trip Generation** | | | | | | | | |
| Area 1 (30 DU/acre) | 302 DU | 2,008 | 31 | 123 | 154 | 122 | 66 | 187 |
| Area 2 (30 DU/acre) | 317 DU | 2,108 | 32 | 129 | 162 | 128 | 69 | 197 |
| Area 3 (30 DU/acre) | 148 DU | 984 | 15 | 60 | 75 | 60 | 32 | 92 |
| TOD Reduction (25%) | | -246 | -4 | -15 | -19 | -15 | -8 | -23 |
| Area 4 (22 DU/acre) | 594 DU | 4,752 | 36 | 285 | 321 | 279 | 154 | 434 |
| TOD Reduction (25%) | | -1,188 | -9 | -71 | -80 | -70 | -39 | -108 |
| Area 5 (22 DU/acre) | 105 DU | 840 | 6 | 50 | 57 | 49 | 27 | 77 |
| Area 6 (40 DU/acre) | -1,177 DU | -7,827 | -120 | -480 | -600 | -474 | -255 | -730 |
| Area 7 (35 DU/Acre) | -71 DU | -472 | -7 | -29 | -36 | -29 | -15 | -44 |
| **Total** | | 959 | -20 | 53 | 33 | 50 | 31 | 81 |

## Trip Distribution and Assignment

Project trips by Planning Area were distributed to the study area roadway segments and intersections using logical travel paths and commute corridors between the project and other local land uses, as well as the location of the project in relation to local and regional transportation facilities. Project trips were assigned to the study area intersections by multiplying the project trip generation by the trip distribution percent at each location. The total project trip assignment is shown in Exhibit 3-14.

General Plan Update – Buildout Year 2035 daily and peak hour traffic volumes were determined by adding the project trips to the General Plan (current) – Buildout Year 2035 traffic volumes. Exhibit 3-13 shows the General Plan Update – Buildout Year 2035 traffic volumes at the study area roadway segments and intersections. An intersection operations analysis was conducted for the study area to evaluate the General Plan Update – Buildout Year 2035 AM and PM peak hour conditions with the proposed changes in land uses proposed in the General Plan Update.

Intersection operations were calculated using the LOS methodology described above. Table 3-34 provides a comparison between the General Plan (current) and General Plan Update – Buildout Year 2035 conditions for the weekday AM and PM peak hours. It is important to note that in some cases, the LOS at certain intersections may improve with the project due to the shift in land uses between the Planning Areas, and the effect of TOD reductions in some Planning Areas. Detailed LOS worksheets are included in Appendix C.




Note: Project trip distribution and assignments by planning area are provided in Appendix D.

**EXHIBIT 3-13. TOTAL PROJECT TRIP ASSIGNMENT**
**SOURCE: TRANSPOGROUP**

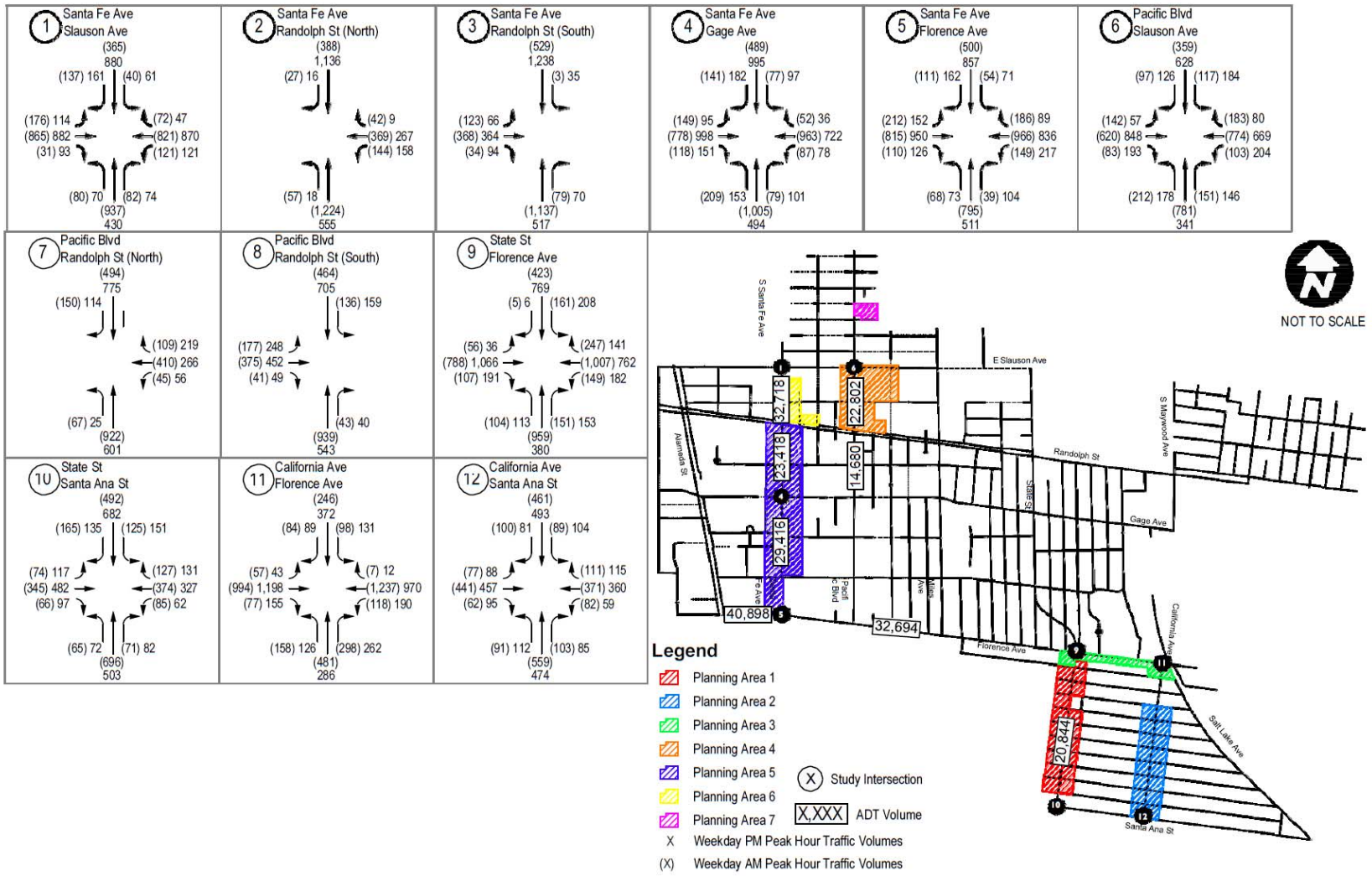



**EXHIBIT 3-15. GENERAL PLAN UPDATE – BUILD-OUT YEAR 2035**
**DAILY AND PEAK HOUR TRAFFIC VOLUMES**
**SOURCE: TRANSPOGROUP**

**Table 3-34**
**General Plan Update – Build-out Year 2035 Intersection Level of Service**

| Intersection | Control | Future Year 2035 | | | | 2035 + General Plan Update Land Use Changes | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | V/C Change | |
| | | V/C[1] | LOS[2] | V/C[1] | LOS[2] | V/C[1] | LOS[2] | V/C[1] | LOS[2] | AM | PM |
| 1. Santa Fe Avenue/ Slauson Avenue | signal | 0.868 | D | **0.902** | **E** | 0.810 | D | 0.820 | D | -0.058 | -0.082 |
| 2. Santa Fe Avenue/ Randolph Street (North) | signal | 0.610 | B | 0.578 | A | 0.611 | B | 0.570 | A | 0.001 | -0.008 |
| 3. Santa Fe Avenue/ Randolph Street (South) | signal | 0.611 | B | 0.633 | B | 0.608 | B | 0.630 | B | -0.003 | -0.003 |
| 4. Santa Fe Avenue/ Gage Avenue | signal | 0.871 | D | **0.914** | **E** | 0.873 | D | **0.914** | **E** | 0.002 | 0.000 |
| 5. Santa Fe Avenue/ Florence Avenue | signal | 0.834 | D | 0.848 | D | 0.829 | D | 0.846 | D | -0.005 | -0.002 |
| 6. Pacific Blvd/ Slauson Avenue | signal | 0.815 | D | 0.753 | C | 0.805 | D | 0.800 | C | -0.010 | 0.047 |
| 7. Pacific Blvd/ Randolph Street (North) | signal | 0.548 | A | 0.519 | A | 0.550 | A | 0.529 | A | 0.002 | 0.010 |
| 8. Pacifc Blvd/ Randolph Street (South) | signal | 0.539 | A | 0.469 | A | 0.537 | A | 0.475 | A | -0.002 | 0.006 |
| 9. State Street/ Florence Avenue | signal | **0.968** | **E** | **0.915** | **E** | **0.974** | **E** | **0.919** | **E** | **0.006** | **0.004** |
| 10. State Street/ Santa Ana Street | signal | 0.746 | C | 0.778 | C | 0.777 | C | 0.801 | D | 0.031 | 0.023 |
| 11. Salt Lake Avenue-California Avenue/ Florence Avenue (West) | signal | 0.864 | D | 0.847 | D | 0.884 | D | 0.868 | D | 0.020 | 0.021 |
| 12. California Avenue/ Santa Ana Street | signal | 0.842 | D | 0.846 | D | 0.871 | D | 0.860 | D | 0.029 | 0.014 |

As shown in Table 3-34, the intersection of Santa Fe Avenue/Slauson Avenue would have an improvement from LOS E in the p.m. peak hour, to LOS D with the implementation of the General Plan Update. However, the same study area intersections that operate at LOS E or worse during the General Plan (current) – Buildout Year 2035 are expected to continue to operate at LOS E or worse with the project:

- Santa Fe Avenue/Gage Avenue (LOS E in the p.m. peak hour with 0.000 V/C increase); and,
- State Street/Florence Avenue (LOS E in both peak hours with 0.006 V/C increase in a.m. peak hour and 0.004 V/C increase in p.m. peak hour).

Although these intersections are forecast to continue to operate at LOS E, the General Plan Update project would not significantly impact these intersections because the V/C increases are less than 0.020.

Table 3-35 presents the General Plan Update – Buildout Year 2035 roadway segment level of service summary. As shown in the table, the following roadway segments are expected to have improved LOS based on the changes in land uses in the General Plan Update:

- Santa Fe Avenue, between Slauson Avenue and Randolph Street (from LOS F to LOS E)
- Santa Fe Avenue, between Gage Avenue and Florence Avenue (from LOS E to LOS D)

**Table 3-35**
**General Plan Update – Build-out Year 2035 Roadway Segment Level of Service**

| Roadway | Segment | No. of Lanes | Capacity | Roadway Classification | 2035 ADT | 2035 V/C Ratio | Project ADT | Total ADT | V/C Ratio | LOS | V/C Ratio Change |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Santa Fe Avenue | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 34,100 | 1.02 | -1,382 | 32,719 | **0.98** | **E** | -0.041 |
| Santa Fe Avenue | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 24,200 | 0.73 | -782 | 23,419 | 0.70 | B | -0.023 |
| Santa Fe Avenue | Gage Ave<br>Florence Ave | 4 | 33,300 | Major Arterial | 30,200 | 0.91 | -784 | 29,417 | 0.88 | D | -0.024 |
| Pacific Boulevard | Slauson Ave<br>Randolph St | 4 | 33,300 | Major Arterial | 20,300 | 0.61 | 2,502 | 22,803 | 0.68 | B | 0.075 |
| Pacific Boulevard | Randolph St<br>Gage Ave | 4 | 33,300 | Major Arterial | 13,800 | 0.41 | 880 | 14,680 | 0.44 | A | -0.042 |
| Florence Avenue | Alameda Ave<br>Santa Fe Ave | 4 | 33,300 | Major Arterial | 40,600 | 1.22 | 298 | 40,899 | **1.23** | **F** | 0.009 |
| Florence Avenue | Pacific Blvd<br>Miles Ave | 4 | 33,300 | Major Arterial | 32,600 | 0.98 | 94 | 32,695 | **0.98** | **E** | 0.003 |
| State Street | Florence Ave<br>Santa Ana St | 4 | 33,300 | Secondary Arterial | 19,600 | 0.59 | 1,244 | 20,845 | 0.63 | B | 0.037 |

However, the following roadway segments are forecast to continue to operate at LOS E or LOS F with the General Plan Update:

- Florence Avenue, between Alameda Avenue and Santa Fe Avenue (LOS F with 0.009 V/C increase)
- Florence Avenue, between Pacific Boulevard and Miles Avenue (LOS E with 0.003 V/C increase)

Although these roadway segments are forecast to continue to operate at LOS E or LOS F, the General Plan Update project would not significantly impact these roadway segments because the V/C increases are less than 0.020.

Based on the intersection and roadway segment LOS analyses above, the proposed General Plan Update would not create any significant traffic impacts to the study area roadway segments and intersections. Therefore, no mitigation measures are required. In addition, the traffic generated by the changes in land use is not expected to create any significant impacts at study area intersections or roadway segments based on criteria by the Los Angeles Congestion Management Program (CMP).

## 3.14.5 MITIGATION

There are a number of goals and policies included in the draft City of Huntington Park General Plan that will also be applicable to future development that may be directly or indirectly supported through the general plan update.

**TABLE 3-36**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Mobility & Circulation Element Policy 1.** The City of Huntington Park shall design and employ appropriate traffic control measures to ensure City streets and roads function with safety and efficiency and shall coordinate street system improvements and signalization with regional transportation efforts. |
| **Mobility & Circulation Element Policy 2.** The City of Huntington Park shall design local, collector, and residential streets to discourage their use as through traffic routes. |
| **Mobility & Circulation Element Policy 3.** The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to identify measures to mitigate the traffic impacts. |
| **Mobility & Circulation Element Policy 4.** As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate along heavily traveled arterials. |
| **Mobility & Circulation Element Policy 6.** The City of Huntington Park shall coordinate the development of arterial streets with the Los Angeles County Congestion Management Plan to assure that arterial streets will be compatible with those of neighboring jurisdictions. |
| **Mobility & Circulation Element Policy 7.** The City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the Eco-Rapid Transit Authority. |
| **Mobility & Circulation Element Policy 9.** The City of Huntington Park shall support the implementation of employer traffic demand management (TDM) as required in the City's TDM Ordinance. |
| **Mobility & Circulation Element Policy 10.** The City of Huntington Park shall require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions. |
| **Mobility & Circulation Element Policy 12.** The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as apportioning preferred parking for ridesharing. |
| **Mobility & Circulation Element Policy 13.** The City of Huntington Park shall work with the MTA to develop improved connections to the Blue Line and encourage the MTA to upgrade its transit station located at Slauson Avenue. |
| **Mobility & Circulation Element Policy 14.** The City of Huntington Park shall work with the MTA to identify needs for additional local and express bus service to Huntington Park. |
| **Mobility & Circulation Element Policy 15.** The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary. |
| **Mobility & Circulation Element Policy 16.** The City of Huntington Park shall provide for safety of pedestrians and bicycles in the planning and construction of new roadway and transit projects. |
| **Mobility & Circulation Element Policy 17.** The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways. |

**TABLE 3-36**
**GENERAL PLAN POLICIES THAT WILL MITIGATE POTENTIAL IMPACTS**

| |
|---|
| **Mobility & Circulation Element Policy 18.** The City of Huntington Park shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths. |
| **Mobility & Circulation Element Policy 19.** The City of Huntington Park shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments. |
| **Mobility & Circulation Element Policy 21.** Joint use of parking facilities may be granted as part of an area plan or site plan in the City of Huntington Park, depending on the peak parking generation of the permitted uses in the planning area. |
| **Mobility & Circulation Element Policy 22.** The City of Huntington Park shall establish a parking overlay zone and designate appropriate areas of the Land Use Plan Map to facilitate the development of parking facilities through such methods as alley vacation and lot consolidation. |

Source: City of Huntington Park Draft 2030 General Plan. 2016.

## 3.14.6 SIGNIFICANT IMPACTS

No significant unavoidable impacts on traffic were identified in this analysis. The following findings may be made regarding the proposed project's impact on transportation and circulation: the Draft General Plan will not result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system; the Draft General Plan will not result in an increase in the level of service standard established by the County congestion management agency for designated roads or highways; the Draft General Plan will not result in an inadequate parking capacity; the Draft General Plan will not result in a conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**

# SECTION 4 – LONG-TERM IMPACTS

## 4.1 SIGNIFICANT AND LONG-TERM IRREVERSIBLE IMPACTS

This section of the EIR indicates those significant irreversible environmental changes that may be associated with the approval and subsequent implementation of the Draft General Plan. The future development arising from the implementation of the general plan update will represent a commitment to continued improvement within the City. The environmental analysis completed in Section 3.0 of this EIR identified the potentially significant impacts that may result from the adoption and subsequent implementation of the Draft General Plan. The issue areas evaluated in the EIR, and the findings relative to unmitigatable impacts or impacts that cannot be mitigated to a level below a threshold of significance are described below:

- *Land Use and Development.* The Draft General Plan, if implemented, would result in the conversion of existing blighted parcels and obsolete development within the added areas to newer commercial, industrial, institutional uses, and residential development presently contemplated in the City of Huntington Park General Plan.

- *Population and Housing.* Residential units are located within the added areas and, as a result, displacement may occur as part of future development. The employment projected within the planning area will not exceed employment projections developed by the Southern California Association of Governments (SCAG) for the region.

- *Earth and Geology*. Future redevelopment projects within the added areas will involve grading and excavation. This grading will represent a permanent and irreversible alteration of the existing topography within those parcels undergoing redevelopment, though the impact will be minor, given the existing topography.

- *Air Quality*. The proposed action will result in an increase in short-term construction-related emissions, as well as an increase in long-term operational emissions. However, the proposed development is contemplated under the City of Huntington Park General Plan, and therefore will not exceed anticipated air quality impacts.

- *Hazards.* The redevelopment general plan update will not encourage development of any land uses involved in the manufacturing and/or storage of hazardous materials or substances not typically found in such uses. The proposed action will encourage the removal or remediation of unsafe or unhealthful conditions that may exist within the added areas. Due to the nature of the activities of the proposed action, the unavoidable impacts are generally considered to be beneficial.

- *Noise.* Future development will result in increased traffic, which will result in a corresponding increase in traffic noise in the vicinity of the added areas. The increased traffic noise will continue over the operational life of future development, supported in whole or part through redevelopment.

- *Public Services.* The proposed redevelopment general plan update will involve the construction and upgrading of infrastructure to accommodate existing deficiencies and projected demand. In addition, law enforcement and other emergency services may be called upon from time to time. The project involves the upgrading of existing infrastructure and public services, including the construction of a new police station.

- *Recreation.* Use of recreational facilities will increase, but the projected increase will not exceed growth projected in the City of Huntington Park General Plan. No unavoidable significant impacts were identified in the analysis of potential recreational impacts.

- *Traffic and Circulation.* The increase in traffic that will be generated by future development, supported in whole or part through redevelopment, will lead to additional traffic on local roadways. However, the future development and the attendant traffic impacts, are contemplated under the City of Huntington Park General Plan.

## 4.2 GROWTH-INDUCING IMPACTS

This section considers the ways in which future development could encourage economic or population growth, either directly or indirectly. As is emphasized throughout this EIR, the Draft General Plan will not lead to any additional impacts that are not otherwise considered in the general plan and the EIR prepared for the general plan. The environmental impacts related to individual projects will need to be assessed as such projects are proposed. The City will impose conditions on the approval of such projects to reduce environmental impacts. Periodic updating of the redevelopment plan and its supporting documents will assist in the identification and development of necessary mitigation measures as development within the city takes place. Growth-inducing impacts are typically associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. Those variables that typically contribute to growth-inducing impacts and the proposed general plan update's contribution are summarized in Table 4-1.

**TABLE 4-1**
**POTENTIAL GROWTH-INDUCING IMPACTS**

| Factor Contributing to Growth Inducement | Determination/Project's Potential Contribution |
|---|---|
| New development in an area presently undeveloped and economic factors which may influence development. | No new development will occur under the proposed general plan update beyond that contemplated under the City of Huntington Park General Plan. No adverse growth-inducing impacts are anticipated. |
| Extension of roadways and other transportation facilities. | No adverse growth-inducing impacts are anticipated. No new intersection, roadway, or other transportation improvements are planned as part of the proposed project. |
| Extension of infrastructure and other improvements. | No adverse growth-inducing impacts are anticipated. No new intersection, roadway, or other transportation improvements are planned as part of the proposed project. |
| Major off-site public projects (treatment plants, etc). | No adverse growth-inducing impacts are anticipated. No off-site public projects (treatment plants, etc) will be required as part of the proposed project's implementation. |
| Removal of housing requiring replacement housing elsewhere. | No adverse growth-inducing impacts are anticipated. Any housing removed as part of the proposed project's implementation, will be replaced. |
| Additional population growth leading to increased demand for goods and services. | No adverse growth-inducing impacts are anticipated. No limited additional population growth leading to increased demand for goods and services is anticipated as part of the proposed project. |
| Short-term growth inducing impacts related to the project's construction. | No adverse short-term growth-inducing impacts are anticipated. Short-term increases in construction employment will be directly related to the proposed project's implementation. |

Source: Blodgett/Baylosis Associates. 2017.

## 4.3 RELATIONSHIP BETWEEN THE SHORT-TERM PROJECT OBJECTIVES AND THE POTENTIAL OR PERCEIVED LONG-TERM ENVIRONMENTAL GOALS

The CEQA Guidelines previously required EIRs to identify the "relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity." Special attention must be given to environmental impacts that narrow the range of beneficial uses of the environment or present long-term risks to the public's health and safety. The analysis should identify the reasons or justifications that a project's implementation should occur now rather than in the future. In summary, this section of the EIR explains the reasons that justify going forward with the project in the present "rather than reserving an option for future alternatives." Towards this end, the Draft General Plan is intended to promote the revitalization within the City.

### 4.3.1 CONSUMPTION OF NONRENEWABLE RESOURCES

The future development within the planning area would involve a commitment of nonrenewable resources associated with the construction and operation of any future development. During construction, the use of building materials (e.g., aggregate, sand, cement, steel, glass) and energy resources (e.g., gasoline, diesel fuel, electricity) would be largely irreversible and irretrievable. Energy would also be consumed in the processing of building materials and for the transport of these materials and construction workers to individual work sites.

Industrial and commercial land uses generally have a life expectancy that may extend up to 50 years. The resources consumed during the normal operation of these uses will be similar to those consumed by existing development. Title 24 (Part 6 of the California Building Standards Code) energy conservation standards are mandatory and will be applied to development within the added areas. Vehicles used by workers and visitors will consume motor fuel; however, these activities are part of normal industrial and commercial operations, and are not considered a significant or wasteful use of resources.

### 4.3.2 COMMITMENT OF FUTURE GENERATIONS

The existing uses within the planning area currently include industrial, commercial, agricultural, institutional, and residential uses. The proposed general plan update will allow property owners, businesses, and investors to maintain productive operations and properties, redevelop underutilized properties, develop vacant properties, and eliminate obsolete improvements.

# SECTION 5 – ALTERNATIVES ANALYSIS

## 5.1 DESCRIPTION OF PROJECT ALTERNATIVES

According to CEQA, an EIR must describe a range of reasonable alternatives to the project, or the location of a project, which would attain most of the basic objectives while avoiding significant environmental effects. An EIR need not consider every conceivable alternative. Rather, a reasonable range of alternatives that will foster informed decision-making and public participation should be considered.[35] The guidelines further require that the discussion focus on alternatives capable of avoiding or substantially lessening significant effects of the project. In addition, the *No Project* alternative must be discussed as a baseline for comparison. If the environmentally superior alternative is the no project alternative, the EIR also must identify another environmentally superior alternative from among the other alternatives.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in this EIR. The discussion of alternatives must focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effect, even if these alternatives would impede the attainment of the project objectives, or would be more costly" (15126.6[b]). Key elements of the alternatives analysis include the following:

- The specific alternative of 'no project' shall also be evaluated along with its impact.
- The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).
- The range of alternatives required in an EIR is governed by a *rule of reason* that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project (15126.6[f]).
- Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can

[35] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, § 15126.6*. 1998.

reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (15126.6[f][3]).

The project objectives, and whether a particular alternative meets the objectives, must also be considered in the evaluation of alternatives. An alternative may be considered environmentally superior to the proposed project, but the alternative may not meet most of the basic objectives required to make the project feasible as defined by the lead agency. Therefore, decision-makers must carefully weigh environmental impacts and project objectives before an informed decision can be made.

The No Project alternative, required by law to be considered in the EIR, must include a description of existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Alternative project locations were not analyzed. Other locations within the city would not meet the key planning objectives of the proposed general plan update. The alternatives described in this section are presented as separate and distinct options in order to compare impacts. For purposes of the analysis herein, the following alternatives are evaluated:

- *No Project Alternative (No Action Alternative)* - This alternative considers the No Project, "no action" alternative required pursuant to CEQA. Under this scenario, the status quo would be maintained and the General plan update would not be implemented.

- *No Project Alternative (Existing General Plan)* - This alternative would involve retaining the current adopted general plan land use map.

### 5.1.1 NO PROJECT ALTERNATIVE (NO ACTION ALTERNATIVE)

Under CEQA, the "no project" alternative assumes that existing conditions or conditions prior to development will remain unchanged. This alternative assumes that the city would suspend any further actions related to the proposed general plan update, and the proposed Draft General Plan would not be adopted. Under this alternative, no actions would be taken by the City to implement the policies and program outlined in the Draft General Plan. The distribution of existing land use and development in the City is summarized in Table 5-1.The environmental setting discussion for each impact area describes existing conditions. Throughout the EIR, the environmental setting is used as the baseline against which the general plan's potential impacts are analyzed. Maintaining existing conditions, including blighted, underused, and nonconforming properties, would not meet any of the general plan's objectives. In addition, although the no project alternative is environmentally superior (from a potential build-out standpoint) to the proposed project, it is not consistent with the City's goals, policies, and economic

development strategy. In addition, the alternative is inconsistent with to state planning law that requires the periodic updating of general plans.

### 5.1.2 NO PROJECT ALTERNATIVE (EXISTING GENERAL PLAN)

This alternative would permit residential, industrial, commercial, and institutional development throughout the city, consistent with the existing adopted general plan. As indicated in the previous sections (Section 3.2 and 3.3), the development theoretically possible, and the attendant population, housing, and employment impacts are greater than that anticipated to result from the Draft General Plan. Under this alternative, the current adopted land use plan would continue to serve as the city's long-range plan. The City would not initiate any of the changes contemplated under the Draft General Plan's implementation

## 5.2 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As indicated previously, CEQA requires a lead agency to identify the *environmentally superior alternative* In those instances where the No Project Alternative is environmentally superior to the proposed project, the environmentally superior *development* alternative must be identified. The Adopted General Plan will translate into greater impacts in terms of potential development intensity. The Existing Adopted General Plan Alternative would have the greatest effect on reducing the significant air quality, traffic, and noise impacts associated with the project. Impacts related to aesthetics, cultural resources, geology, hazards and hazardous materials, land use, public services, recreation, and utilities and service systems would also be slightly reduced. Impacts to GHG and traffic would also be substantially reduced, but similar to proposed project, would be less than significant. Only the Draft General Plan scenario meets the objectives established for the proposed project.

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**

# SECTION 6 – REFERENCES

## 6.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, California 91745
Marc Blodgett, Project Manager
Liesl Sullano, Project Planner

## 6.2 REFERENCES

Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

California Department of Conservation, *Mineral Land Classification of the Los Angeles County Area*, 1987.

California Department of Conservation, Division of Oil, Gas and Geothermal Resources, *Regional Wildcat Map 101*, 2010.

California Department of Finance, *Population and Housing Estimates for California Cities,* January 2006.

California Department of Fish and Game, *Natural Diversity Database*, 2016.

California Division of Mines and Geology, *Seismic Hazards Mapping Program,* 2005.

California Department of Parks and Recreation, *California Historical Landmarks,* 2010.

California Office of Planning and Research, *California Environmental Quality Act and the CEQA Guidelines*, 2012 (as amended)

California, State of California Public Resources Code Division 13, *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069*.1998.

Federal Emergency Management Agency, *Flood Insurance Rate Map,* 2016.

National Oceanic and Atmospheric Administration, *Climatological Data Annual Summary, Vol. 89, No. 13,* 1985.

Southern California Association of Governments, *Regional Housing Needs Assessment,* 2014

South Coast Air Quality Management District, *CEQA Air Quality Handbook,* 2000.

South Coast Air Quality Management District, *Air Quality Data*. As amended. 2014.

South Coast Air Quality Management District, *Air Quality Management Plan*, 2012.

U.S. Bureau of the Census, *2000 U.S. Census,* 2010.

U.S. Environmental Protection Agency, *Noise from Construction Equipment Operations, Building Equipment and Home Appliances,* 1971.

U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

# SECTION 7
# APPENDIX (INITIAL STUDY)

**THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.**