



# Housing Element and General Plan Update

## Draft Environmental Assessment

*prepared by*

**City of Huntington Park**

Planning Division, Department of Community Development

6550 Miles Avenue

Huntington Park, California 90255

Contact: Steve Forster, Director of Community Development

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East First Street, Suite 1400

Los Angeles, California 90012

**September 2023**

# Housing Element and General Plan Update

## Draft Environmental Assessment

*prepared by*

**City of Huntington Park**

Planning Division, Department of Community Development  
6550 Miles Avenue  
Huntington Park, California 90255  
Contact: Steve Forster, Director of Community Development

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East First Street, Suite 1400  
Los Angeles, California 90012

**September 2023**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

*This report prepared on 50% recycled paper with 50% post-consumer content.*

# Table of Contents

---

|                                                             |        |
|-------------------------------------------------------------|--------|
| Executive Summary .....                                     | ES-1   |
| Project Synopsis .....                                      | ES-1   |
| Project Objectives .....                                    | ES-4   |
| Alternatives .....                                          | ES-4   |
| Issues to be Resolved .....                                 | ES-5   |
| Issues Not Studied in Detail in the EA .....                | ES-5   |
| Summary of Impacts and Mitigation Measures .....            | ES-5   |
| 1 Introduction .....                                        | 1-1    |
| 1.1 Environmental Assessment Purpose .....                  | 1-2    |
| 1.2 Environmental Assessment Authority .....                | 1-3    |
| 1.3 Environmental Type, Scope, and Organization .....       | 1-4    |
| 1.4 Environmental Assessment Intended Use and Process ..... | 1-7    |
| 2 Project Description .....                                 | 2-2    |
| 2.1 Housing Element Update .....                            | 2-2    |
| 2.2 Safety Element Update .....                             | 2-3    |
| 2.3 Land Use Element Update .....                           | 2-3    |
| 2.4 Zoning Code Amendments .....                            | 2-4    |
| 2.5 Regional Housing Needs Allocation (RHNA) .....          | 2-4    |
| 2.6 Project Objectives .....                                | 2-12   |
| 2.7 Project Implementation .....                            | 2-12   |
| 2.8 Discretionary Actions .....                             | 2-13   |
| 3 Environmental Setting .....                               | 3-1    |
| 3.1 Regional Setting .....                                  | 3-1    |
| 3.2 Natural Environment .....                               | 3-1    |
| 3.3 Planning Context .....                                  | 3-4    |
| 3.4 Cumulative Impact Setting .....                         | 3-4    |
| 4 Environmental Impact Analysis .....                       | 4-1    |
| 4.1 Aesthetics .....                                        | 4.1-1  |
| 4.1.1 Setting .....                                         | 4.1-2  |
| 4.1.2 Regulatory Setting .....                              | 4.1-2  |
| 4.1.3 Impact Analysis .....                                 | 4.1-3  |
| 4.1.4 Cumulative Impacts .....                              | 4.1-8  |
| 4.2 Air Quality .....                                       | 4.2-1  |
| 4.2.1 Environmental Setting .....                           | 4.2-1  |
| 4.2.2 Regulatory Setting .....                              | 4.2-7  |
| 4.2.3 Impact Analysis .....                                 | 4.2-16 |
| 4.2.4 Cumulative Impacts .....                              | 4.2-29 |

|        |                                             |        |
|--------|---------------------------------------------|--------|
| 4.3    | Biological Resources.....                   | 4.3-1  |
| 4.3.1  | Environmental Setting .....                 | 4.3-1  |
| 4.3.2  | Regulatory Setting .....                    | 4.3-1  |
| 4.3.3  | Impact Analysis .....                       | 4.3-11 |
| 4.3.4  | Cumulative Impacts .....                    | 4.3-15 |
| 4.4    | Cultural and Tribal Cultural Resources..... | 4.4-1  |
| 4.4.1  | Setting.....                                | 4.4-1  |
| 4.4.2  | Regulatory Setting .....                    | 4.4-9  |
| 4.4.3  | Impact Analysis .....                       | 4.4-15 |
| 4.4.4  | Cumulative Impacts .....                    | 4.4-21 |
| 4.5    | Energy .....                                | 4.5-1  |
| 4.5.1  | Environmental Setting .....                 | 4.5-1  |
| 4.5.2  | Regulatory Setting .....                    | 4.5-3  |
| 4.5.3  | Impact Analysis .....                       | 4.5-9  |
| 4.5.4  | Cumulative Impacts .....                    | 4.5-13 |
| 4.6    | Geology and Soils .....                     | 4.6-1  |
| 4.6.1  | Environmental Setting .....                 | 4.6-1  |
| 4.6.2  | Regulatory Setting .....                    | 4.6-7  |
| 4.6.3  | Impact Analysis .....                       | 4.6-12 |
| 4.7    | Greenhouse Gas Emissions .....              | 4.7-1  |
| 4.7.1  | Environmental Setting .....                 | 4.7-1  |
| 4.7.2  | Regulatory Setting .....                    | 4.7-6  |
| 4.7.3  | Impact Analysis .....                       | 4.7-12 |
| 4.8    | Hazards and Hazardous Materials .....       | 4.8-1  |
| 4.8.1  | Setting.....                                | 4.8-1  |
| 4.8.2  | Regulatory Setting .....                    | 4.8-6  |
| 4.8.3  | Impact Analysis .....                       | 4.8-12 |
| 4.8.4  | Cumulative Impacts .....                    | 4.8-19 |
| 4.9    | Hydrology and Water Quality .....           | 4.9-1  |
| 4.9.1  | Setting.....                                | 4.9-1  |
| 4.9.2  | Regulatory Setting .....                    | 4.9-2  |
| 4.9.3  | Impact Analysis .....                       | 4.9-8  |
| 4.9.4  | Cumulative Impacts .....                    | 4.9-14 |
| 4.10   | Land Use and Planning.....                  | 4.10-1 |
| 4.10.1 | Setting.....                                | 4.10-1 |
| 4.10.2 | Regulatory Setting .....                    | 4.10-4 |
| 4.10.3 | Impact Analysis .....                       | 4.10-6 |
| 4.10.4 | Cumulative Impacts .....                    | 4.10-9 |

|        |                                            |         |
|--------|--------------------------------------------|---------|
| 4.11   | Noise .....                                | 4.11-1  |
| 4.11.1 | Environmental Setting .....                | 4.11-1  |
| 4.11.2 | Regulatory Setting .....                   | 4.11-8  |
| 4.11.3 | Impact Analysis .....                      | 4.11-12 |
| 4.11.4 | Cumulative Impacts .....                   | 4.11-26 |
| 4.12   | Population and Housing.....                | 4.12-1  |
| 4.12.1 | Setting.....                               | 4.12-1  |
| 4.12.2 | Regulatory Setting .....                   | 4.12-2  |
| 4.12.3 | Impact Analysis .....                      | 4.12-5  |
| 4.12.4 | Cumulative Impact Analysis.....            | 4.12-8  |
| 4.13   | Public Services and Recreation .....       | 4.13-1  |
| 4.13.1 | Setting.....                               | 4.13-1  |
| 4.13.2 | Regulatory Setting .....                   | 4.13-3  |
| 4.13.3 | Impact Analysis .....                      | 4.13-9  |
| 4.13.4 | Cumulative Impacts .....                   | 4.13-15 |
| 4.14   | Transportation .....                       | 4.14-1  |
| 4.14.1 | Setting.....                               | 4.14-1  |
| 4.14.2 | Regulatory Setting .....                   | 4.14-2  |
| 4.14.3 | Impact Analysis .....                      | 4.14-4  |
| 4.14.4 | Cumulative Impacts .....                   | 4.14-10 |
| 4.15   | Utilities and Service Systems .....        | 4.15-1  |
| 4.15.1 | Setting.....                               | 4.15-1  |
| 4.15.2 | Regulatory Setting .....                   | 4.15-3  |
| 4.15.3 | Impact Analysis .....                      | 4.15-11 |
| 4.15.4 | Cumulative Impacts .....                   | 4.15-18 |
| 4.16   | Effects Found Not to be Significant .....  | 4.16-1  |
| 4.16.1 | Agricultural and Forestry Resources.....   | 4.16-1  |
| 4.16.2 | Mineral Resources .....                    | 4.16-1  |
| 4.16.3 | Wildfire .....                             | 4.16-2  |
| 5      | Other CEQA Required Discussions.....       | 5-1     |
| 5.1    | Growth Inducement.....                     | 5-1     |
| 5.1.1  | Population Growth .....                    | 5-1     |
| 5.1.2  | Economic Growth .....                      | 5-1     |
| 5.1.3  | Removal of Obstacles to Growth.....        | 5-2     |
| 5.2    | Irreversible Environmental Effects.....    | 5-2     |
| 5.3    | Mandatory Findings of Significance .....   | 5-2     |
| 6      | Alternatives.....                          | 6-1     |
| 6.1    | Alternative 1: No Project Alternative..... | 6-2     |
| 6.1.1  | Description.....                           | 6-2     |

|       |                                                  |      |
|-------|--------------------------------------------------|------|
| 6.1.2 | Impact Analysis .....                            | 6-2  |
| 6.2   | Alternative 2: Alternative Candidate Sites ..... | 6-6  |
| 6.2.1 | Description .....                                | 6-6  |
| 6.2.2 | Impact Analysis .....                            | 6-9  |
| 6.3   | Alternatives Considered but Rejected .....       | 6-14 |
| 6.4   | Environmentally Superior Alternative .....       | 6-15 |
| 7     | References .....                                 | 7-1  |
| 7.1   | Bibliography .....                               | 7-1  |
| 7.2   | List of Preparers .....                          | 7-8  |

## Tables

|              |                                                                                          |        |
|--------------|------------------------------------------------------------------------------------------|--------|
| Table ES-1   | RHNA Percentage of Income Distribution.....                                              | ES-3   |
| Table ES-2   | RHNA and Opportunity Sites Summary .....                                                 | ES-3   |
| Table ES-3   | Summary of Environmental Impacts, Mitigation Measures, and Residual<br>Impacts.....      | ES-6   |
| Table 2-1    | RHNA Percentage of Income Distribution.....                                              | 2-5    |
| Table 2-2    | RHNA and Opportunity Sites Summary .....                                                 | 2-6    |
| Table 2-3    | Opportunity Sites Inventory.....                                                         | 2-7    |
| Table 4.2-1  | Ambient Air Quality at the Monitoring Station.....                                       | 4.2-7  |
| Table 4.2-2  | Federal and State Ambient Air Quality Standards .....                                    | 4.2-8  |
| Table 4.2-3  | SCAQMD Regional Significance Thresholds .....                                            | 4.2-16 |
| Table 4.2-4  | SCAQMD LSTs for Construction Within 25 Meters of Sensitive Receptors<br>(SRA-12).....    | 4.2-17 |
| Table 4.2-5  | SCAQMD LSTs for Operation Within 25 Meters of Sensitive Receptors<br>(SRA-12).....       | 4.2-17 |
| Table 4.2-6  | Vehicle Activity Data for the Housing Element and General Plan Update.....               | 4.2-19 |
| Table 4.2-7  | Operational Emissions under the Housing Element and General Plan Update ....             | 4.2-23 |
| Table 4.4-1  | Known and Potential Historical Resources Located Adjacent to Opportunity Sites           | 4.4-9  |
| Table 4.5-1  | Residential and Nonresidential Electricity Consumption in Los Angeles County ...         | 4.5-2  |
| Table 4.5-2  | Residential and Nonresidential Gas Consumption in Los Angeles County .....               | 4.5-2  |
| Table 4.5-3  | Daily Automotive Fuel Consumption in Los Angeles County .....                            | 4.5-3  |
| Table 4.5-4  | Consistency with State Renewable Energy and Energy Efficiency Plans .....                | 4.5-12 |
| Table 4.7-1  | Vehicle Activity Data for the Housing Element and General Plan Update.....               | 4.7-13 |
| Table 4.7-2  | Consistency with Applicable 2022 Scoping Plan GHG Emission Reduction<br>Strategies ..... | 4.7-16 |
| Table 4.7-3  | Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies               | 4.7-18 |
| Table 4.7-4  | Annual Operational Emissions of Greenhouse Gases .....                                   | 4.7-19 |
| Table 4.9-1  | City Growth Projections .....                                                            | 4.9-11 |
| Table 4.10-1 | Existing Land Use Summary for Huntington Park .....                                      | 4.10-1 |
| Table 4.11-1 | Criteria for Vibration Damage Potential .....                                            | 4.11-5 |

|              |                                                                    |         |
|--------------|--------------------------------------------------------------------|---------|
| Table 4.11-2 | Existing Roadway Vehicle Noise Along Roadway Segments .....        | 4.11-6  |
| Table 4.11-3 | Interior and Exterior Noise Standards.....                         | 4.11-11 |
| Table 4.11-4 | Typical Construction Equipment Noise Levels .....                  | 4.11-15 |
| Table 4.11-5 | Typical Vibration Levels for Construction Equipment.....           | 4.11-16 |
| Table 4.11-6 | Traffic Noise Increases Along Roadway Segments.....                | 4.11-19 |
| Table 4.12-1 | 2020 Population, Households, and Housing Unit Estimates.....       | 4.12-1  |
| Table 4.12-2 | SCAG Population, Housing, and Employment Forecasts .....           | 4.12-1  |
| Table 4.12-3 | RHNA Percentage of Income Distribution.....                        | 4.12-4  |
| Table 4.13-1 | Schools and Enrollment for Huntington Park in 2021-2022 .....      | 4.13-2  |
| Table 4.13-2 | Summary of Available 2020-2021 LAUSD Capacity.....                 | 4.13-2  |
| Table 4.13-3 | City Parks.....                                                    | 4.13-3  |
| Table 4.13-4 | Estimated Student Generation from Project .....                    | 4.13-12 |
| Table 4.13-5 | 2022 LAUSD Developer Fee Collection Rates.....                     | 4.13-12 |
| Table 4.14-1 | Project Related Increase in Households and Population by TAZ ..... | 4.14-5  |
| Table 4.14-2 | Proposed VMT in the Short Term .....                               | 4.14-7  |
| Table 4.14-3 | Proposed VMT in the Long Term .....                                | 4.14-8  |
| Table 4.15-1 | Solid Waste Facilities Serving the City of Huntington Park.....    | 4.15-3  |
| Table 4.15-2 | Normal Year Supply and Demand Projections .....                    | 4.15-15 |
| Table 4.15-3 | Single Dry Year Supply and Demand .....                            | 4.15-16 |
| Table 4.15-4 | Multiple Dry Years Supply and Demand .....                         | 4.15-16 |
| Table 6-1    | Comparison of Project Alternatives' Buildout Characteristics.....  | 6-2     |
| Table 6-2    | Alternative Candidate Sites.....                                   | 6-7     |
| Table 6-3    | Impact Comparison of Alternatives .....                            | 6-15    |

## Figures

|               |                                                                                           |        |
|---------------|-------------------------------------------------------------------------------------------|--------|
| Figure 3-1    | Regional Location .....                                                                   | 3-2    |
| Figure 3-2    | City of Huntington Park.....                                                              | 3-3    |
| Figure 4.6-1  | Geological Units and Paleontological Sensitivity Within the City of Huntington Park ..... | 4.6-2  |
| Figure 4.6-2  | Fault Lines in the Vicinity of Huntington Park.....                                       | 4.6-5  |
| Figure 4.6-3  | Huntington Park Liquefaction Zones.....                                                   | 4.6-8  |
| Figure 4.8-1  | Hazardous Material Sites within the City.....                                             | 4.8-4  |
| Figure 4.8-2  | Hazardous Material Sites within 0.25 Miles of a School.....                               | 4.8-5  |
| Figure 4.11-1 | Examples of Typical Noise Levels .....                                                    | 4.11-2 |
| Figure 4.13-1 | Parks in Huntington Park.....                                                             | 4.13-4 |



## **Appendices**

|            |                                        |
|------------|----------------------------------------|
| Appendix A | Draft 2021-2029 Housing Element Update |
| Appendix B | Draft Health and Safety Element        |
| Appendix C | Draft Land Use Element                 |
| Appendix D | CalEEMod Model Data                    |
| Appendix E | Biological Resources Assessment        |
| Appendix F | Cultural Resources Site Inventory      |
| Appendix G | Noise Modeling Data Results            |
| Appendix H | VMT Impact Analysis                    |

# Executive Summary

---

This document is an Environmental Assessment (EA) analyzing the environmental effects of the City of Huntington Park Draft 2021-2029 Housing Element and General Plan Update. This section summarizes the characteristics of, alternatives to, and the environmental impacts and mitigation measures associated with the HSEU.

## Project Synopsis

### Project Applicant

City of Huntington Park  
Planning Division, Department of Community Development  
6550 Miles Avenue  
Huntington Park, California 90255

### Lead Agency Contact Person

Steve Forster  
Director of Community Development  
City of Huntington Park  
6550 Miles Avenue  
Huntington Park, California 90255

### Project Description

The proposed project would involve an update to the Housing Element and General Plan Update for the 2021-2029 planning period, along with a focused update of the City's Safety Element and minor updates to the City's Land Use Element, land use designations, and zoning code. The proposed Housing Element and General Plan Update establishes programs, policies and actions to further the goal of meeting the existing and projected housing needs of all household income levels of the community; provides evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) allocation through the year 2029, as established by the Southern California Association of Governments (SCAG), and identifies any rezoning program needed to reach the required housing capacity.

#### *Housing Element Update*

The Housing Element is comprised of the following major components:

- Community Profile Assessment
- Housing Capacity Analysis and Methodology
- Housing Resources
- Constraints to Housing Production
- Housing Plan

The Housing Element identifies Huntington Park's housing conditions and needs, and establishes the goals, objectives, and policies that comprise the City's housing strategy to accommodate projected

housing needs, including the provision of adequate housing for low-income households and for special-needs populations (e.g., unhoused people, seniors, single-parent households, large families, and persons with disabilities). The proposed Housing Element update would bring the element into compliance with State legislation passed since adoption of the 2008-2014 Housing Element and with the current RHNA. In December 2021, the SCAG Executive Board adopted the 6<sup>th</sup> Cycle RHNA Allocation Plan, which includes a fair share allocation for meeting regional housing needs for each community in the SCAG region.

#### *Safety Element Update*

The Safety Element Update will ensure consistency with the Housing Element Update and will comply with recent State legislation and guidelines (including Assembly Bill [AB] 162, Senate Bill [SB] 1241, SB 99, AB 747, SB 1035, and SB 379). Amendments incorporate data and maps, address vulnerability to climate change, incorporate policies and programs from the City's Natural Hazards Mitigation Plan, as well as partial or full integration of other City documents and programs. Key areas of the Huntington Park Safety Element Update include updated flooding and fire hazard maps, emergency response and preparedness, especially as they relate to the City's projected climate change exposure, and vulnerability. The Safety Element amendments will be submitted to the California State Board of Forestry and Fire Protection (CalFire) for review.

#### *Land Use Element Update*

The City's Land Use Element update will be prepared in compliance with Government Code Section 65302.10, which requires the City to update its Land Use Element to identify unincorporated island, fringe, or legacy communities inside or near its boundaries. The Land Use Element identifies and analyzes the service needs of the fringe community of Walnut Park, within the City's sphere of influence. The Land Use Element will also be amended to address consistency issues with newly developed Housing Element goals, policies, and programs. The General Plan Land Use Element will include a new Transit-Oriented Development land use overlay designation to allow a new zoning overlay district. The General Plan Land Use Map will be amended to apply the new Transit-Oriented Development (TOD) overlay designation to 36 parcels in the City.

#### *Zoning Code Amendments*

The City's Zoning Code will be amended to address constraints identified in the Housing Element and inconsistencies with State law, including:

- Modifying the City's manufactured homes regulations to align with only those regulations that also apply to single-family homes;
- Allowing employee housing according to state law;
- Establishing standards and by-right processing procedures for Low-Barrier Navigation Centers;
- Allowing transitional housing according to state law;
- Eliminating prohibitions on multiple dwelling units to align with state accessory dwelling unit law;
- Allowing emergency shelters according to state law;
- Addressing identified constraints in the existing Reasonable Accommodation ordinance;
- Establishing a new TOD Overlay District. ; and

The City's Zoning Map would be amended to apply the new TOD Overlay District to 36 parcels to qualify them for inclusion in the City's Housing Element Sites Inventory, as required by Government Code Section 65583(c)(1)(A).

### *RHNA Allocation*

SCAG has allocated the region's housing unit growth needs to each city and county through a process called the RHNA. The RHNA represents the minimum number of housing units that the City is required to plan for in its housing element by providing "adequate sites" through the Huntington Park General Plan and zoning residential capacity. Huntington Park is also required to address its deficit in sites from the previous (5<sup>th</sup> Cycle) RHNA share (2014-2021). The "carryover" from the 5<sup>th</sup> Cycle Housing Element is 895 dwelling units. As shown below in Table ES-1, the City's RHNA share, including both the share of the current (6<sup>th</sup> Cycle) RHNA and carryover from the previous (5<sup>th</sup> Cycle) RHNA is 2,500 dwelling units.

**Table ES-1 RHNA Percentage of Income Distribution**

| Income Level   | Percent of Area<br>Median Income (AMI) | 5 <sup>th</sup> Cycle | 6 <sup>th</sup> Cycle | Total RHNA<br>Allocation |
|----------------|----------------------------------------|-----------------------|-----------------------|--------------------------|
| Very Low       | 0-50%                                  | 216                   | 264                   | 480                      |
| Low            | 51-80%                                 | 128                   | 196                   | 324                      |
| Moderate       | 81-120%                                | 149                   | 243                   | 392                      |
| Above Moderate | >120%                                  | 402                   | 902                   | 1304                     |
| Total          | --                                     | 865                   | 1,605                 | 2,500                    |

Source: SCAG 2020

Table ES-2 shows a summary of the RHNA allocations over the 5<sup>th</sup> and 6<sup>th</sup> cycle, housing credits for pipeline projects and accessory dwelling units (ADUs), vacant and underutilized sites throughout Downtown Specific Plan (DTSP), sites proposed to be rezoned near transit, and the surplus of housing units above RHNA allocation. The total capacity of inventory sites exceeds the City's RHNA share by 14 percent. The City would exceed the RHNA allocation in each income distribution level and total allocation, providing a buffer beyond what is required to ensure the City's share of the RHNA is met within the eight-year planning period.

**Table ES-2 RHNA and Opportunity Sites Summary**

| Sites/Projects                                  | Income Distribution |            |            |                | Total        |
|-------------------------------------------------|---------------------|------------|------------|----------------|--------------|
|                                                 | Very Low            | Low        | Moderate   | Above Moderate |              |
| 5 <sup>th</sup> Cycle RHNA Allocation           | 216                 | 128        | 149        | 402            | 895          |
| 6 <sup>th</sup> Cycle RHNA Allocation           | 264                 | 196        | 243        | 902            | 1,605        |
| <b>Total RHNA Allocation</b>                    | <b>480</b>          | <b>324</b> | <b>392</b> | <b>1304</b>    | <b>2,500</b> |
| Pipeline Projects                               | 13                  | 36         | 7          | 1              | 57           |
| Accessory Dwelling Units (ADUs)                 | 26                  | 50         | 2          | 34             | 112          |
| <b>Remaining RHNA After Subtracting Credits</b> | <b>441</b>          | <b>238</b> | <b>383</b> | <b>1,269</b>   | <b>2,331</b> |
| Downtown Specific Plan (DTSP) Opportunity Sites | 125                 | 122        | 110        | 553            | 910          |
| Slauson/Long Beach Transit Station Rezone Sites | 169                 | 152        | 214        | 534            | 1,069        |
| Pacific/Randolph Transit Rezone Sites           | 105                 | 89         | 131        | 328            | 653          |

| Sites/Projects                                                     | Income Distribution |            |            |                | Total        |
|--------------------------------------------------------------------|---------------------|------------|------------|----------------|--------------|
|                                                                    | Very Low            | Low        | Moderate   | Above Moderate |              |
| Florence/Salt Lake Transit Rezone Site8                            | 6                   | 5          | 7          | 19             | 37           |
| <b>Total Units (Credits + Vacant/Underutilized + Rezone Sites)</b> | <b>444</b>          | <b>454</b> | <b>462</b> | <b>1,477</b>   | <b>2,837</b> |
| Total Unit Surplus Above RHNA Share                                |                     | 94         | 70         | 173            | 337          |
| Total % Buffer Above RHNA Share                                    |                     | 12%        | 4%         | 5%             | 14%          |

### *Housing Opportunity Sites*

Figure 2-3 of the *Project Description* lists each housing opportunity site in Huntington Park, including the address, APN, acreage, current use, and assumed income level distribution to fulfill the RHNA share of each opportunity site in the Downtown Specific Plan area, the Pacific/Randolph Transit area, the Florence Salt Lake Site area, and the Slauson Long Beach Transit area. As proposed, the opportunity sites can support a total of 2,668 units, exceeding the RHNA share by 337 units.

## Project Objectives

- Provide a framework for accommodating approximately 2,500 new housing units, with a reasonable buffer of at least 14 percent above RHNA for lower- and moderate-income units for a total of 2,668 new units, at all levels of affordability within access to transit, job centers, schools, services, and open spaces.
- Plan for a buffer range of approximately 338 units to ensure ongoing compliance with the No Net Loss provisions of State housing law.
- Accommodate the City's share of the State-required RHNA for 5<sup>th</sup> and 6<sup>th</sup> Cycle Housing Element planning periods.
- Bring the Housing, Safety, and Land Use Elements into conformance with recently enacted State laws.
- Identify future housing sites with a collective capacity to meet the City's RHNA, including the requisite buffer capacity; and
- Continue to provide excellent services, parks, schools, and environmental setting, and offer new programs that support the City's increasing diversity and improved housing affordability. New Housing Element programs support this growth and self-mitigate potential negative impacts of growth on the physical environment in Huntington Park and the surrounding region.

## Alternatives

As required by the California Environmental Quality Act (CEQA), this EA examines alternatives to the proposed project. Studied alternatives include the following two alternatives. Based on the alternatives analysis, Alternative 1 was determined to be the environmentally superior alternative.

- Alternative 1: No Project
- Alternative 2: Alternative Candidate Sites

**Alternative 1 (No Project)** assumes there is no change in zoning or General Plan land use designations for the parcels identified by the project. Current uses on the sites would continue under this alternative, with future full buildout of the Draft Housing Opportunity Sites limited by the existing zoning and General Plan designations. Buildout of the Draft Housing Opportunity Sites under existing zoning would allow for up to roughly 1,800 total housing units, housing a population of 5,400 residents. This alternative would only accomplish two of the six objectives identified for the project. It would not accomplish the project objectives of planning a buffer of up to 2,668 (14%) new housing units to ensure ongoing compliance with the No Net Loss provisions of State housing law.

**Alternative 2 (Alternative Candidate Sites)** involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 89 low-and very-low income candidate sites. Alternative 2 would result in approximately 1,958 new dwelling units and approximately 6,070 new residents. This would equate to approximately 710 less units and approximately 2,180 less new residents than the proposed project. Like the proposed project, this Alternative also proposes various confirming amendments to the Zoning Code, General Plan, and related Specific Plans, and ancillary amendments to other planning documents, as necessary for clarification. This alternative would meet or exceed four of the six project objectives. In particular, this alternative does not create a framework for accommodating approximately 2,500 new housing units, with a reasonable buffer of at least 14 percent above RHNA for lower- and moderate-income units.

Refer to Section 6, *Alternatives*, for the complete alternatives analysis.

## Issues to be Resolved

The proposed project would require approval by the California Department of Housing and Community Development (HCD).

## Issues Not Studied in Detail in the EA

As indicated in Section 4.16, *Effects Found Not to be Significant*, there is no substantial evidence that significant impacts would occur to the following issue areas: Agricultural and Forestry Resources, Mineral Resources, and Wildfire. Impacts to Aesthetics, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Recreation, Transportation, and Utilities and Service Systems are addressed in this EA.

## Summary of Impacts and Mitigation Measures

Table ES-3 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.

- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

**Table ES-3 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

| Impact                                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measure (s)                                                                                                                                                                                                                                                           | Residual Impact                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| <b>Aesthetics</b>                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                  |                                             |
| Impact AES-1. There are no scenic vistas within the urbanized city. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                  | None                                                                                                                                                                                                                                                                             | Less than Significant                       |
| Impact AES-2. There are no state scenic highways within or near city limits, therefore there would be a less than significant impact.                                                                                                                                                                                                                                                                        | None                                                                                                                                                                                                                                                                             | Less than significant                       |
| Impact AES-3. The proposed project includes rezoning that would accommodate new residential and mixed-use development throughout the City. The development facilitated by the proposed project would be subject to applicable zoning, municipal code, and general plan regulations which preserve scenic quality. With adherence to existing and future regulations, impacts would be less than significant. | None                                                                                                                                                                                                                                                                             | Less than significant                       |
| Impact AES-4. The proposed project includes rezoning that would accommodate new residential and mixed-use development throughout the City. The development facilitated by the proposed project would be subject to applicable zoning, municipal code, and general plan regulations which preserve scenic quality. With adherence to existing and future regulations, impacts would be less than significant. | None                                                                                                                                                                                                                                                                             | Less than significant                       |
| <b>Air Quality</b>                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                  |                                             |
| Impact AQ-1. The Housing Element and General Plan Update would not conflict with the growth assumptions or policies of applicable air quality plans such as SCAQMD's 2022 Air Quality Management Plan. Impacts would be less than significant.                                                                                                                                                               | None                                                                                                                                                                                                                                                                             | Less than significant                       |
| Impact AQ-2. Without mitigation Construction activities and operation of development facilitated by the Housing Element and General Plan Update could result in a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment area.                                                                                                                                | AQ-1 Construction Emissions Reduction. The City shall retain a qualified air quality analyst to prepare an Air Quality Impact Analysis to analyze construction emissions for individual development projects facilitated by the proposed project. The air quality analysis shall | Significant and unavoidable with mitigation |

| Impact                                                                                                                                                                                                                                                                                                                                                                           | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Residual Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <p>Implementation of Mitigation Measures AQ-1 and AQ-2 would require air quality studies and project-specific emissions reduction measures for future development projects facilitated by the Housing Element and General Plan Update. Construction and operational impacts would be significant and unavoidable despite the implementation of feasible mitigation measures.</p> | <p>demonstrate that proposed project construction emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but is not limited to, the following mitigations:</p> <ul style="list-style-type: none"> <li>▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day.</li> <li>▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>▪ All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.</li> <li>▪ All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper conditions prior to operation.</li> <li>▪ Off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NO<sub>x</sub> and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the onsite air quality construction mitigation manager that the use of such devices is not practical for specific engine types.</li> </ul> |                 |



| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Residual Impact |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <ul style="list-style-type: none"> <li>■ All construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>■ Consistent with SCAQMD Rule 403, construction contractors shall identify and implement best available dust control measures during active construction operations capable of generating dust.</li> <li>■ Post a publicly visible sign with the telephone number and person to contact at the City of Huntington Park regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCAQMD's number shall also be visible to ensure compliance with applicable regulations.</li> </ul> <p>AQ-2 Operations Emissions Reduction. Future applicants at the opportunity sites shall retain a qualified air quality analyst to prepare an Air Quality Impact Analysis to analyze operational emissions for individual development projects facilitated by the proposed project. The air quality analysis shall demonstrate that proposed project operational emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but is not limited to, the following mitigation:</p> <ul style="list-style-type: none"> <li>■ Implementation of a Transportation Demand Management Plan. <ul style="list-style-type: none"> <li>▫ Installation of additional electric vehicle charging stations</li> <li>▫ Public infrastructure improvements (e.g., bus stop shelter improvements)</li> <li>▫ Carpool or ridesharing programs</li> <li>▫ Subsidized transit costs</li> <li>▫ Unbundled parking costs</li> <li>▫ Bicycle amenities (storage, showers, lockers, etc.)</li> </ul> </li> <li>■ Use of all-electric appliances (i.e., elimination of natural gas service)</li> <li>■ Use solar or low emission water heaters that exceed Title 24 requirements</li> <li>■ Increased walls and attic insulation beyond Title 24 requirements</li> <li>■ Required use of electric lawnmowers, leaf-blowers, and chainsaws</li> </ul> |                 |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Residual Impact                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| Impact AQ-3. Construction activities for projects lasting longer than two months or located within 1,000 feet of sensitive receptors could expose sensitive receptors to substantial pollutant concentrations. Operation of development facilitated by the Housing Element and General Plan Update would not expose sensitive receptors to operational sources of toxic air contaminants. Impacts from construction would be less than significant with mitigation. Impacts from operation would be less than significant. Impacts from carbon monoxide hotspots would be less than significant. Construction and operation LSTs would be significant and unavoidable. | <p>AQ-3 Conduct Construction Health Risk Assessment. The City shall require a construction health risk assessment (HRA) for future development projects that have the following three characteristics:</p> <ul style="list-style-type: none"> <li>■ The project is located within 1,000 feet of sensitive receptors.</li> <li>■ Project construction would last longer than two months.</li> <li>■ Project construction would not utilize equipment rated U.S. EPA Tier 4 (for equipment of 50 horsepower or more); construction equipment fitted with Level 3 Diesel Particulate Filters (or equivalent) for all equipment of 50 horsepower or more; or implement the use of alternative fuel construction equipment.</li> </ul> <p>The construction HRA shall determine potential risk and compare the risk to the following SCAQMD thresholds:</p> <ul style="list-style-type: none"> <li>■ Increased cancer risk of &gt; 10.0 in a million;</li> <li>■ Increased non-cancer risk of &gt; 1.0 Hazard Index (Chronic or Acute); or</li> <li>■ Ambient PM<sub>2.5</sub> increase of &gt; 0.3 µg/m<sup>3</sup> annual average.</li> </ul> <p>If risk exceeds the thresholds, the project applicant and/or construction contractor shall incorporate measures such as requiring the use of Tier 4 engines, Level 3 Diesel Particulate Filters, and/or alternative fuel construction equipment to reduce the risk to appropriate levels. The project applicant shall provide the construction HRA to the City for review and concurrence prior to project approval.</p> | Significant and unavoidable with mitigation |
| Impact AQ-4. Development facilitated by the proposed project would not generate odors adversely affecting a substantial number of people during construction or operation. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Less than significant                       |
| <b>Biological Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                             |
| Impact BIO-1. The project could result in direct or indirect impacts to Biological Resources. Impacts would be less than significant with mitigation incorporated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>BIO-1 Nesting Birds and Raptors.</p> <ul style="list-style-type: none"> <li>■ To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to project construction, including but not limited to, vegetation removal, ground disturbance, and demolition shall occur outside of the bird breeding season (February 15 through August 31). If construction at a site must be initiated during the nesting season, vegetation and/or tree removal should be planned to occur outside the nesting season (September 1 to February 14) and a</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Less than Significant with mitigation       |

| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Residual Impact |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <p>preconstruction nesting bird survey shall be conducted by a biologist qualified to perform nesting bird surveys and monitoring of avian species known to occur in Los Angeles County, no more than three days prior to initiation of construction activities. If the proposed project is phased or construction activities stop for more than one (1) week during the nest season, a subsequent pre-construction nesting bird and raptor survey will be required no more than three days prior to resuming construction. The nesting bird preconstruction survey shall be conducted on foot inside the project disturbance areas and an additional 100-foot buffer surrounding the project disturbance areas. If no nests or an inactive avian nest is found, construction may proceed. If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 50- to 200-foot buffer for common nesting birds around the active nest, as determined by a qualified biologist. For listed species and raptor species, this buffer shall be expanded to 500 feet or as determined by a biologist to be suitable for protection of the nest.</p> <ul style="list-style-type: none"> <li>■ Inaccessible areas, such as areas located high up in trees or private properties, shall be surveyed from afar using binoculars. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Los Angeles County. If nests are found, an appropriate avoidance buffer shall be determined by a qualified biologist and demarcated with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. Effective buffer distances are highly variable and based on specific project stage, bird species, stage of nesting cycle, work type, and the tolerance of a particular bird pair. The buffer may be up to 500 feet in diameter, depending on the species of nesting bird found, proposed work activities, and the biologist's observations. Copies of the nesting birds and raptors survey results shall be submitted to the City. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.</li> </ul> |                 |

| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Residual Impact |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <p>BIO-2 Bat Pre-Construction Survey.</p> <ul style="list-style-type: none"> <li>▪ To avoid disturbance of special-status bat species during removal of trees, buildings, or other suitable roost structures, a preconstruction roosting bat survey shall be conducted by a qualified bat biologist no more than 30 days prior to initiation of construction activities that will remove trees and/or structures. A passive acoustic survey shall identify the species using the area for day/night roosting.</li> <li>▪ If special-status roosting bats are present and their roost will be impacted, a qualified bat biologist shall prepare a plan to identify the proper exclusionary methods, which may include the installation of bat deterrent devices, to passively exclude roosting bats from any structures in the work areas. Implementation of proper exclusionary methods shall be overseen by the bat biologist. If it is determined that an active maternity roost is present, the roost shall not be disturbed during the breeding season (approximately March through September). If it is determined to not be an active maternity roost, the tree or structure may be removed under the guidance of a qualified bat biologist. Copies of the roosting bat survey results shall be submitted to the City.</li> <li>▪ Removal of mature trees shall occur as close to sunset as feasible to allow potential roosting bats to escape during their natural emergence times.</li> <li>▪ For trees determined by the bat biologist to be highly suitable roost sites, removals shall be monitored by a qualified biologist and shall occur by pushing down the entire tree (without trimming or limb removal) using heavy equipment and leaving the felled tree on the ground untrimmed and undisturbed for a period of at least 24 hours.</li> </ul> <p>BIO-3 Burrowing Owl.</p> <ul style="list-style-type: none"> <li>▪ No less than 14 days prior to ground-disturbing construction activities (vegetation clearance, grading, building demolition), a qualified biologist (i.e., a wildlife biologist with previous burrowing owl survey experience) shall conduct pre-construction take avoidance surveys on and within 200 meters (656 feet) of the construction zone to identify occupied breeding or wintering burrowing owl burrows. The take avoidance burrowing</li> </ul> |                 |

| Impact                                                                                                                                                                                                                                                                                                                            | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Residual Impact                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                   | <p>owl surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 Staff Report; CDFG 2012) and shall consist of walking parallel transects and noting any burrows with fresh burrowing owl sign or presence of burrowing owls. Copies of the burrowing owl survey results shall be submitted to the City.</p> <ul style="list-style-type: none"> <li>▪ If burrowing owls are detected on site, no ground-disturbing activities shall be permitted within 200 meters (656 feet) of an occupied burrow during the breeding season (February 1 to August 31), unless otherwise determined advisable by a qualified biologist and the City. During the nonbreeding season (September 1 to January 31), ground-disturbing work can proceed near active burrows as long as the work occurs no closer than 50 meters (165 feet) from the burrow. Depending on the level of disturbance, a smaller buffer may be established in coordination with a qualified biologist and the City.</li> <li>▪ If avoidance of active burrows is infeasible during the nonbreeding season, then, before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance and/or scoping, a qualified biologist shall implement a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the 2012 CDFW Staff Report on Burrowing Owl Mitigation (CDFG 2012). Passive relocation consists of excluding burrowing owls from occupied burrows and providing suitable artificial burrows nearby for the excluded burrowing owls. A burrowing owl monitoring and mitigation plan will be prepared that outlines how passive relocation would occur and where the replacement burrows would be constructed. It would also outline the monitoring and maintenance requirements for the artificial burrows.</li> </ul> |                                                    |
| <b>Cultural and Tribal Cultural Resources</b>                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                    |
| <p>Impact CUL-1. Development facilitated by the Housing Element and General Plan Update has the potential to cause a significant impact on a historic resource if development by the project would cause a substantial adverse change in the significance of that resource. This impact would be significant and unavoidable.</p> | <p>CUL-1 Historical Built Environment. A historical resources evaluation shall be prepared for any development under the proposed project involving a property containing buildings, structures, or other built environment features that are 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Significant and unavoidable with mitigation</p> |

| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Residual Impact |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <p>Qualifications Standards (PQS) in architectural history or history as defined in 36 CFR Part 61. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All built environment features 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms and attached to a report that shall be submitted to the City for review and concurrence.</p> <p>If historical resources are identified within the project area of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated in a manner consistent with Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). Pursuant to CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence.</p> <p>If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS, and copies</p> |                 |

City of Huntington Park  
**Housing Element and General Plan Update**

| Impact                                                                                                                                                                                                                                         | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Residual Impact                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|                                                                                                                                                                                                                                                | shall be filed with the City of Huntington Park, Department Community Development, Planning and Zoning Division prior to issuance of any permits for demolition or alteration of the historical resource.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |
| Impact CUL-2. Development of the Housing Element and General Plan Update could adversely affect identified and previously unidentified archaeological resources. impacts would be less than significant with the implementation of mitigation. | <p>CUL-2(a) Worker’s Environmental Awareness Program. Prior to the commencement of any ground-disturbing activities, a qualified archaeologist shall be retained to conduct a Worker’s Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualification Standards for archaeology. Archaeological sensitivity training will include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p> <p>CUL-2(b) Unanticipated Discovery of Archaeological Resources. In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the immediate area (approximately 50 feet) of the discovery until it can be evaluated by a qualified archaeologist who meets or exceeds the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983). Construction shall not resume in the immediate area of the discovery until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, additional work may be required. Avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible, additional mitigation will be required, such as data recovery through excavation. Should data recovery be required, an Archaeological Resources Treatment Plan</p> | Less than significant with mitigation |

| Impact                                                                                                                                                                                                                                                                                                         | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Residual Impact                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|                                                                                                                                                                                                                                                                                                                | <p>shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with interested Native American representatives affiliated with the area in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p> <p>CUL-2(c) Archaeological Resources and Native American Monitors. During initial ground disturbing activities related to the proposed development projects, monitoring shall be conducted under the supervision of a qualified archaeologist who meets or exceeds the Secretary of the Interior's professional qualification standards for archaeology (National Park Service 1983) and a locally affiliated Native American monitor from an interested Tribe for all construction activities, in accordance with City of Huntington Park General Plan Policies. Initial ground disturbance is defined as disturbance within previously undisturbed native soils. If, during initial ground disturbance, the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), the qualified archaeologist may recommend that monitoring be reduced or eliminated, in consultation with the Native American monitor and the applicant.</p> |                                       |
| Impact CUL-3 and CUL-4. Development accommodated by the Housing Element and General Plan Update could adversely impact tribal cultural resources. Impacts would be less than significant with the implementation of mitigation through consultation conducted pursuant to the requirements of AB 52 and SB 18. | Mitigation measures CUL-2(a) and CUL-2(b) would apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Less than significant with mitigation |
| <b>Energy</b>                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       |
| Impact E-1. Implementation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction nor operation. Impacts would be less than significant.                          | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Less than significant                 |



City of Huntington Park  
**Housing Element and General Plan Update**

| Impact                                                                                                                                                                                                                                                                                           | Mitigation Measure (s)                                                                                                                                                                                 | Residual Impact                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| Impact E-2. Implementation of the housing element update would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.                                                                                           | None                                                                                                                                                                                                   | Less than significant                 |
| <b>Geology and Soils</b>                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                        |                                       |
| Impact GEO-1. The project site is not within an Alquist-Priolo earthquake fault zone, therefore there would be no impact.                                                                                                                                                                        | None                                                                                                                                                                                                   | No impact                             |
| Impact GEO-2. Development facilitated by the project could result in exposure of people or structures to a risk of loss, injury, or death involving strong seismic ground shaking. With compliance of applicable laws and regulations, the impact would be less than significant.                | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-3. Development facilitated by the project could result in exposure of people or structures to a risk of loss, injury, or death involving liquefaction. With compliance of applicable laws and regulations, the impact would be less than significant.                                 | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-4. Development facilitated by the project could result in exposure of people or structures to a risk of loss, injury, or death involving landslides. With compliance of applicable laws and regulations, the impact would be less than significant.                                   | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-5. With adherence to applicable laws and regulations, the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, this impact would be less than significant.                                                                                | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-6. Development facilitated by the project could result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse due to unstable soil. With compliance of applicable laws and regulations, the impact would be less than significant.                     | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-7. There is a minimal risk of expansive soils in Huntington Park, therefore impacts associated with expansive soils would be less than significant.                                                                                                                                   | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-8. Development facilitated by the proposed project would occur on urban sites that would be served by existing infrastructure and would not include use of septic systems. Impacts related to septic tanks or alternative wastewater disposal systems would be less than significant. | None                                                                                                                                                                                                   | Less than significant                 |
| Impact GEO-9. Development facilitated by the proposed project could adversely affect previously unidentified paleontological resources.                                                                                                                                                          | GEO-1(a) Paleontological Resources Management. Housing development projects that require ground disturbance (grading, trenching, foundation work, and other excavations) beyond five feet below ground | Less than significant with mitigation |

| Impact                                                                                            | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Residual Impact |
|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Impacts to paleontological resources would be less than significant with mitigation incorporated. | <p data-bbox="743 247 1206 447">surface (bgs) on a site located in an area mapped as Quaternary young (Holocene) alluvial fan deposits (Qyf) where it was not previously excavated beyond five feet bgs, shall comply with the following requirements prior to the commencement of any construction activities:</p> <ol data-bbox="743 457 1206 1885" style="list-style-type: none"> <li data-bbox="743 457 1206 951">1. The Developer shall retain a qualified professional paleontologist to review project plans to determine if underlying paleontologically sensitive units (i.e., (i.e., Qoa) could be impacted. If potentially significant impacts are identified, the qualified professional paleontologist shall prepare and implement a Paleontological Resources Mitigation Plan (PRMP). The PRMP shall describe mitigation recommendations, including paleontological monitoring procedures; communication protocols to be followed in the event that an unanticipated fossil discovery is made during project development; and preparation, curation, and reporting requirements.</li> <li data-bbox="743 961 1206 1707">2. As part of a PRMP, require the Qualified Paleontologist or his or her designee to conduct Worker Environmental Awareness Program (WEAP) training for the general contractor, subcontractor(s), and all construction workers participating in earth disturbing activities, regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by on-site personnel. The WEAP shall be fulfilled at the time of a preconstruction meeting. A training acknowledgment form must be signed by all workers who receive the training and retained by the City. In the event a fossil is discovered by construction personnel, all work in the immediate vicinity of the find shall cease and the qualified paleontologist shall be contacted to evaluate the find before re-starting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the mitigation outlined below (GEO-1[b]) to mitigate impacts to significant fossil resources.</li> <li data-bbox="743 1717 1206 1885">3. Conduct monitoring during ground construction activities (i.e., grading, trenching, foundation work, and other excavations). Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual</li> </ol> |                 |

| Impact                                                                                                                                                                                                                                                                | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Residual Impact                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|                                                                                                                                                                                                                                                                       | <p>who meets the minimum qualifications per standards set forth by the SVP (2010), which includes a B.S. or B.A. degree in geology or paleontology with one year of monitoring experience and knowledge of collection and salvage of paleontological resources. The duration and timing of the monitoring shall be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the Qualified Paleontologist may recommend that monitoring be limited to periodic spot-checking or cease entirely.</p> <p>GEO-1(b) Fossil Discovery, Preparation, and Curation. If a paleontological resource is discovered at any time during earthmoving activities, the construction contractor shall ensure that all construction activities in the immediate area of the find are halted and diverted, and the City is contacted. A qualified paleontologist shall be retained (if not done so already) to evaluate the discovery. The paleontologist shall have the authority to temporarily direct, divert or halt construction activity around the find until it is assessed for scientific significance and collected to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p>Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County [NHMLAC]) along with all pertinent field notes, photos, data, and maps.</p> |                                       |
| <b>Greenhouse Gas Emissions</b>                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |
| Impact GHG-1. Implementation of the housing element and General Plan update would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant with mitigation incorporated. | <p>GHG-1 GHG Reduction Actions. Future individual projects facilitated by the proposed project would be required to implement with the following GHG reduction actions to ensure compliance with the 2022 Scoping Plan or demonstrate how the project would comply with the 2022 Scoping plan without implementing each one or more of these GHG reduction actions.</p> <ul style="list-style-type: none"> <li>Transportation Electrification. Future projects under the proposed project shall comply with the most ambitious voluntary standards for transportation electrification in the California Building Standards Code at</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Less than Significant with mitigation |

| Impact                                                                                                                                                                                                                                                                                                                         | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Residual Impact       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                                                                                                                                                                                                                                                                                                                | <p>the time of approval or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the California Building Standards Code voluntary standards.<sup>1</sup></p> <ul style="list-style-type: none"> <li>■ VMT Reduction – Parking. Future projects under the proposed project shall include one of the following parking reduction requirements or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the parking reduction requirements: <ul style="list-style-type: none"> <li>□ Eliminate parking requirements or include the maximum allowable parking ratio ((i.e., the ratio of parking spaces to residential units or square feet); or</li> <li>□ Provide residential parking supply at a ratio of less than one parking space per dwelling unit; or</li> <li>□ For multi-family residential development, parking costs to be unbundled from costs to rent or own a residential unit.</li> </ul> </li> <li>■ VMT Reduction – Affordable Housing. Future projects under the proposed project shall allocate a minimum of 20 percent of units to be designated as affordable or lower income or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the affordable housing requirements.</li> <li>■ Building Decarbonization. Future projects under the Housing Element shall use all-electric appliances without any natural gas connections and shall not use propane or other fossil fuels for space heating, water heating, or indoor cooking. Demonstrating that the future project would still comply with the 2022 Scoping Plan without using all-electric appliances or other fossil fuels for appliances, may be used in lieu of all electric dwelling units.</li> </ul> |                       |
| <b>Hazards and Hazardous Materials</b>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                       |
| Impact HAZ-1. Development facilitated by the project may result in the release of potentially hazardous materials and may occur within 0.25 mile of a school. However, compliance with regional and federal regulations related to hazardous materials and compliance with the Safety Element policies would minimize the risk | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Less than significant |

<sup>1</sup> For reference, the 2022 Title 24 most ambitious voluntary standards require 40 percent of parking spaces be EV ready and a minimum of 15 percent of all parking spaces have EV charging stations. Depending on the year in which subsequent projects are approved, future Title 24 standards may supersede these requirements.

City of Huntington Park  
**Housing Element and General Plan Update**

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Mitigation Measure (s) | Residual Impact       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| of releases and exposure to these materials. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                        |                       |
| Impact HAZ-2. Development facilitated by the project could result in development on sites contaminated with hazardous materials. However, compliance with applicable regulations relating to site remediation would minimize impacts from development on contaminated sites, resulting in a less than significant impact.                                                                                                                                                                                                                                          | None                   | Less than significant |
| Impact HAZ-3. There are no airports within two miles of the city of Huntington Park, and Huntington Park is not within the influence area of an airport. No impact would occur.                                                                                                                                                                                                                                                                                                                                                                                    | None                   | No impact             |
| Impact HAZ-4. Development facilitated by the project would not result in physical changes that could interfere with or impair emergency response or evacuation. Therefore, the project would not result in interference with these types of adopted plans. Impacts would be less than significant.                                                                                                                                                                                                                                                                 | None                   | Less than significant |
| Impact HAZ-5. The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss involving wildland fires. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                           | None                   | Less than significant |
| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                        |                       |
| Impact HYD-1. Development facilitated by the project would not violate water quality standards or Waste Discharge Requirements, or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                         | None                   | Less than significant |
| Impact HYD-2. Development facilitated by the project would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of local groundwater basins. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                          | None                   | Less than significant |
| Impact HYD-3. Development under the Housing Element and General Plan Update would not substantially alter the existing drainage pattern of future development sites, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding or exceed the capacity of stormwater drainage systems. Impacts related to drainage patterns would be less than significant. | None                   | Less than significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Residual Impact                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| Impact HYD-4. Development included under the proposed Project would not place housing and other structures within FEMA-designated Flood Hazard Areas and tsunami zones. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                         | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than significant                       |
| <b>Land Use and Planning</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                             |
| Impact LU-1. Implementation of the proposed project would not physically divide an established community. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than significant                       |
| Impact LU-2. The proposed project would update the Land Use Element, Housing Element, and Safety Element to bring the City's General Plan into conformance with State requirements and facilitate development aligned with the vision of the General Plan. These updates would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact.                                                                                                                                                                                                          | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No impact                                   |
| <b>Noise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                             |
| Impact NOI-1. Construction of individual projects facilitated by the proposed project would temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses. Development facilitated by the proposed project would also introduce new noise sources and contribute to increases in operational noise. The continued regulation of noise, consistent with the City Code and General Plan noise element policies would minimize disturbance to adjacent land uses. However, construction and operational stationary noise could exceed standards. construction noise would be significant and unavoidable even with mitigation. | <p>NOI-1 Construction Noise Reduction Measures. Construction contractors of projects implemented under the proposed project shall implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.</p> <ol style="list-style-type: none"> <li>1. Mufflers. During all construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.</li> <li>2. Shielding and Silencing. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has</li> </ol> | Significant and unavoidable with mitigation |

| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Residual Impact |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <p>been maintained in accordance with manufacturer's specifications.</p> <ol style="list-style-type: none"> <li>3. Stationary Equipment. All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.</li> <li>4. Signage. For the duration of construction, the applicant or contractor shall post a sign in a construction zone that includes contact information for any individual who desires to file a noise complaint.</li> <li>5. Construction Staging Areas. Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.</li> <li>6. Smart Back-Up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.</li> <li>7. Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.</li> <li>8. Use of Driven Pile Systems. Driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.</li> <li>9. Temporary Noise Barriers. Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA <math>L_{eq}</math> at residential receptors during the daytime) and when the anticipated construction duration is greater than is typical (e.g., two years or greater). Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or</li> </ol> |                 |

| Impact                                                                                                                                                                                                                                                                               | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Residual Impact                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|                                                                                                                                                                                                                                                                                      | <p>equivalent absorptive material rated sound transmission class (STC) 32 or higher.</p> <p>10. Noise Complaint Response. Project applicants shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number shall be posted in a highly visible manner on the construction site at all times and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include procedures requiring that the on-site construction manager to respond to callers. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.</p> <p>NOI-2 Operational Stationary Source Noise Reduction Measures. The City shall update the HPMC to include exterior noise limits for non-transportation, stationary sources of 60 dBA <math>L_{eq}</math> during the daytime (7:00 a.m. and 10:00 p.m.) and 50 dBA <math>L_{eq}</math> during the nighttime (10:00 p.m. and 7:00 a.m.) at residential uses and other sensitive receptor property lines. The nighttime limit shall only apply to sensitive receptors which are in use at night. Development projects shall conduct site-specific noise analysis, including any necessary noise reduction measures, to ensure that stationary source (e.g., mechanical equipment and truck loading docks) noise levels remain below these exterior noise standards.</p> |                                       |
| Impact NOI-2. Construction of individual projects facilitated by the project would temporarily generate groundborne vibration, potentially affecting nearby land uses. Operation of development facilitated by the project would not result in substantial groundborne vibration and | NOI-3 Construction Vibration Control Plan. Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than significant with mitigation |



| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Residual Impact       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| noise. This impact would be less than significant with mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted by a qualified acoustical consultant or structural engineer to ensure FTA vibration thresholds are not exceeded. |                       |
| Impact NOI-3. The proposed project would not facilitate development within the vicinity of an airport land use plan or airport. The impact of airport or airstrip operations on new development would be less than significant.                                                                                                                                                                                                                                                                                              | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than significant |
| <b>Population and Housing</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                       |
| Impact POP-1. Implementation of the proposed project would allow up to 2,668 additional housing units and an estimated 10,646 residents. This would exceed Connect SoCal 2020 population and housing forecasts but would be consistent with the City's RHNA allocation. SCAG's next RTP/SCS would incorporate the Housing Element and General Plan Update. Growth resulting from the project would therefore be anticipated and would not result in unplanned population growth. This impact would be less than significant. | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than Significant |
| Impact POP-2. Development facilitated by the project would occur on vacant, underutilized or underdeveloped lots, and would not displace substantial numbers of existing people or housing. Impacts would be less than significant.                                                                                                                                                                                                                                                                                          | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Mitigation Measure (s) | Residual Impact       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| <b>Public Services and Recreation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                        |                       |
| Impact PS-1. Development facilitated by the Proposed Project would increase the population in the city, which would increase demand for fire protection services. However, this increase would not require additional and/or expanded fire protection facilities. Impacts would be less than significant.                                                                                                                                                                                                                                     | None                   | Less than significant |
| Impact PS-2. Development facilitated by the Proposed Project would increase the population in the city, which would increase demand for police protection services. However, this increase would not require additional and/or expanded police protection facilities. Impacts would be less than significant.                                                                                                                                                                                                                                 | None                   | Less than significant |
| Impact PS-3. Development accommodated by the Proposed Project would result in an increase in population in the planning area, potentially resulting in the need for additional and/or expanded school facilities. However, Government Code 65995 (b) would require funding for the provision or expansion of new school facilities to offset impacts from new residential. Additionally, accommodating growth pursuant to the RHNA may require adjustments to the rate of inter-district permits. This impact would be less than significant. | None                   | Less than significant |
| Impact PS-4. Development under the project would incrementally increase the City population and increase the use of existing library facilities. However, property taxes related to new development would contribute to any necessary new or expanded library facilities. impacts related to the provision of new or physically altered public facilities would be less than significant.                                                                                                                                                     | None                   | Less than significant |
| Impact PS-5. Development under the project would incrementally increase the City's population and increase the use of existing parks and recreational facilities and reduce the City's parkland to population ratio. However, development fees in-lieu of parks pursuant to the Quimby Act would be required as part of the individual projects. impacts related to the physical deterioration of parkland or recreational facilities, and the need to construct new facilities, would be less than significant.                              | None                   | Less than significant |
| <b>Transportation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                        |                       |
| Impact TRA-1. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities. This impact would be less than significant.                                                                                                                                                                                                                                                                                            | None                   | Less than significant |

City of Huntington Park  
**Housing Element and General Plan Update**

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Mitigation Measure (s) | Residual Impact       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| Impact TRA-2. The proposed project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3. This impact would be less than significant.                                                                                                                                                                                                                                                                                                                                                 | None                   | Less than significant |
| Impact TRA-3. The Housing Element Update would not introduce hazardous road design features or incompatible uses. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                       | None                   | Less than significant |
| Impact TRA-4. Implementation of the Housing Element Update involves infill development in areas currently served by emergency access. Although development density would increase, access to sites would not change. Impacts would be less than significant.                                                                                                                                                                                                                                                    | None                   | Less than significant |
| <b>Utilities and Service Systems</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                        |                       |
| Impact UTIL-1. Development facilitated the Proposed Project may require the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities in Huntington Park. While new connections to existing utility service systems would be required, such connections would not result in disturbance beyond individual development sites and adjacent infrastructure corridors. Impacts would be less than significant. | None                   | Less than significant |
| Impact UTIL-2. Population increase anticipated by implementation of the Proposed Project Could place increased demand on water supply in normal and drought years. While projections considered in the UWMP are less than those afforded by implementation of the Proposed Project, sufficient water supply exists to serve the population due to conservation efforts and during multiple dry years. Impacts would be less than significant.                                                                   | None                   | Less than significant |
| Impact UTIL-3. Development facilitated the Proposed Project would not require the relocation or construction of new or expanded wastewater treatment facilities in Huntington Park. Impacts would be less than significant.                                                                                                                                                                                                                                                                                     | None                   | Less than significant |
| Impact UTIL-4. Development facilitated by the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The project would not impair the attainment of solid waste reduction goals and would comply with federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.                                                                                                           | None                   | Less than significant |

# 1 Introduction

---

Pursuant to California Government Code (GOV) § 65759, this Environmental Assessment (EA) has been prepared to identify the potentially significant environmental effects from the proposed City of Huntington Park (“Huntington Park” or “City”) Draft Housing Element and General Plan Update, which includes amendments to land use and zoning development standards and updates to the Safety Element (hereinafter referred to collectively as “proposed project”).

To ensure consistency with current State housing law, the proposed project updates the existing Huntington Park Housing and Safety Elements to include revised goals and policies, and new modified and continuing implementation programs. Housing and Safety elements are each one of seven State-mandated General Plan elements. Among other requirements, housing elements must identify, analyze, and make adequate provision for the existing and projected housing needs of all economic segments of the community. The City is also considering updates to the Safety Element to include evacuation, disaster preparedness, and safety goals, policies, and objectives. To fulfill the requirements of the Housing Element, the proposed project would also involve minor changes to the City of Huntington Park’s Land Use Element, land use designations, and zoning code.

The proposed project includes goals, policies, programs, and objectives to further the development, improvement, and preservation of housing in Huntington Park in a manner that is aligned with community desires, regional growth projections, and State law. The proposed project will provide evidence of the City’s ability to accommodate the Regional Housing Needs Assessment (RHNA) through the year 2029, as established by the Southern California Association of Governments (SCAG). The proposed project will lay the foundation for the achievement of the City’s RHNA allocation of 2,500 additional units and provide a framework for introducing new housing at all levels of affordability. These units may occur anywhere in the City where residential uses are permitted, as well as in areas that may be rezoned in the future to allow for residential uses of adequate density. Chapter 2.0, *Project Description*, discusses the proposed project in detail.

Government Code §§ 65580–65589.8 require that jurisdictions evaluate their housing elements every eight years. The current statutory update in the SCAG region covers the eight-year Sixth Housing Element Cycle (October 1, 2021 to October 31, 2029). Pursuant to Government Code Section 65584.09, if a jurisdiction failed to make adequate sites available to accommodate the regional housing need in the prior planning period, the jurisdiction must zone or rezone sites to accommodate any unaccommodated need. In addition to the City’s 6<sup>th</sup> Cycle RHNA, Huntington Park’s total unaccommodated need from the 5<sup>th</sup> cycle of 895 units must be planned for in the 6<sup>th</sup> Cycle. The currently proposed project (Sixth Cycle), subject of this EA, represents a comprehensive update to the City’s existing Housing Element. The proposed project would comply with State housing law and reflect SCAG’s Sixth Cycle RHNA Allocation Plan. The proposed project includes revised goals and policies, and new, modified, and continuing implementation programs. The Housing Element Update (HEU) is included in its entirety in Appendix A, Draft 2021-2029 Housing Element Update. Respectively, drafts of the Safety and Land Use Elements are also included in their entirety as Appendix B and C, Draft Health and Safety Element Update and Draft Land Use Element Update.

The environmental review process for the proposed project and legal basis for preparing an EA are described in detail below.

## 1.1 Environmental Assessment Purpose

This document is intended to provide an EA pursuant to Government Code § 65759 in the physical form of a Draft Environmental Impact Report (Draft EIR), as directed by the Court, and as to provide public agency decision-makers and the public with an analysis of the project's potentially significant environmental effects. Further, this EA serves to identify feasible alternatives and mitigation measures that would avoid or substantially lessen any potential significant effects.

On March 15, 2021, Communities for a Better Environment filed a petition for writ of mandate and complaint for declaratory and injunctive relief against the City of Huntington Park (Case Number: #21STCP00834). The Los Angeles County Superior Court ruled on July 14<sup>th</sup>, 2022, that the City must adopt the judgement as follows:

A peremptory writ of mandate was issued pursuant to Government Code § 65754 ordering the City of Huntington Park to bring its General Plan into compliance with the state as follows:

- a) Adopt a Housing Element of the General Plan that complies with Government Code § 65583 within 120 days of entry this judgment;
- b) Adopt an Environmental Justice Element of the General Plan that complies with Government Code §65302(h) within 120 days of entry of this judgement;
- c) Amend the City's Land Use Element of the General Plan to include the analysis required by Government Code §65302.10 within 120 days of entry of this judgement;
- d) Within 120 days of completing the actions required by subsections (a), (b), and (c), above, adopt all zoning code changes required for the City's zoning code to be consistent with the City's adopted Housing Element, including zoning changes regarding supportive housing, transitional housing, emergency shelters, and the availability of reasonable accommodation in land use policies;
- e) Comply with the prohibitions in Government Code §65008 by ceasing to discriminate against housing for low-income households, as well as against people with disabilities, by both bringing its General Plan into compliance with state law and completing the necessary zoning code changes 120 days after bringing its General Plan into compliance with the law;
- f) Comply with the duty to affirmatively further fair housing as required by Government Code §8899.50 by bringing its General Plan into compliance with state law and updating its zoning code into consistency with its General Plan within 120 days after completing the required updates to the General Plan

Based on the Court's determination to prepare an environmental document pursuant to Government Code § 65759, and as permitted by State CEQA Guidelines § 15060(d), an initial study was not prepared for the proposed project. Refer to Section 1.2.2, *Environmental Type, Scope, and Organization*, below, for a discussion concerning the "potentially significant impacts" addressed in detail in this EA.

The proposed project requires discretionary approval and adoption by the City of Huntington Park City Council; therefore, the proposed project is subject to the environmental review requirements of CEQA within the limited scope, as provided by the peremptory writ of mandate.

In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EA is to serve as an informational document that:

“...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EA has been prepared in the form of a program EIR pursuant to § 15168 of the *CEQA Guidelines*. A program EIR is appropriate for a series of actions that can be characterized as one large project and are related in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program. As stated in Section 15146 of the *CEQA Guidelines*:

“An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.”

As noted above, this EA is to serve as an informational document for the public and City of Huntington Park decision makers and the Court. The process will include public hearings before the Planning Commission and City Council to consider certification of a Final EA and approval of the Project. Public noticing requirements were not fulfilled, as directed by the peremptory writ of mandate.

## 1.2 Environmental Assessment Authority

This EA has been prepared by the City as Lead Agency, in conformance with the provisions of Government Code § 65759, and in substantial conformance with the criteria, standards, and procedures of the CEQA of 1970, as amended (Public Resources Code, § 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations Title 14 § 15000 et seq.), as applicable to the preparation of an EA.

### Lead Agency and Contact

State CEQA Guidelines § 15367 defines Lead Agency as “the public agency which has the principal responsibility for carrying out or approving a project.” As Lead Agency, the City conducted a preliminary review of the proposed project and determined that an EA in the form of a Draft EIR was required, as directed by the Court. This EA’s analysis and findings reflect the City’s independent and impartial conclusions.

Contact information for the City, is as follows:

City of Huntington Park  
 Planning and Zoning Division  
 6550 Miles Avenue  
 Huntington Park, California 90255  
 Contact: Steve Forster, Director of Community Development  
 Via email: sforster@hpca.gov

## **Responsible and Trustee Agencies**

Although CEQA does not apply to the proposed actions, certain Responsible and Trustee Agencies will either approve the proposed project or have jurisdiction over natural resources affected by the project. State CEQA Guidelines § 15381 defines a Responsible Agency as “a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration.” 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.” State CEQA Guidelines § 15381 defines a Trustee Agency as “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.”

Responsible/Trustee Agencies for the proposed project include the following, among others:

- California Department of Housing and Community Development (HCD) – HCD is responsible for reviewing the HEU and finding whether the HEU substantially complies with State laws relating to housing elements.
- California Department of Transportation (Caltrans) – Caltrans has responsibility over the State highway system, including freeway entrance and exit ramps. Future improvements to Caltrans facilities may be required; see Section 4.14, *Transportation and Traffic*.
- California Department of Fish and Wildlife (CDFW) – CDFW has responsibility over jurisdiction over natural resources regarding fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves.
- Los Angeles Regional Water Quality Control Board (LARWQCB) – In the Los Angeles Region, the LARWQCB regulates discharges from construction activities under the Construction General Permit and from Phase I municipal separate storm sewer systems (MS4s) under the Regional MS4 Permit. The LARWQCB also regulates water quality through monitoring of compliance with the Clean Water Act (CWA) Section 401 certification process. The RWQCB would also be a Trustee Agency, as it holds regional water quality in its trust through the National Pollutant Discharge Elimination System (NPDES) compliance review process.
- South Coast Air Quality Management District (SCAQMD) – The SCAQMD regulates air pollution sources and would be responsible for issuing construction permits for future development in the Southern Coast region including Los Angeles, Orange, Riverside, and San Bernardino counties.

## **1.3 Environmental Type, Scope, and Organization**

### **Environmental Assessment Type**

The EA was prepared using pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. A full reference list is contained in Section 7, *References*.

The alternatives section of the EA (Section 6) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the

CEQA-required “No Project” alternative and two alternative development scenarios for the project area.

The level of detail contained throughout this EA is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *Guidelines* state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

## Environmental Assessment Organization and Content

This EA is organized in substantial conformance with the most recent State CEQA Guidelines for Draft EIRs. The following summarizes this EA’s organization and content:

- **Executive Summary** contains a summary of the proposed project and its consequences. Each significant effect is identified, along with the proposed mitigation measures to avoid or reduce that effect. Alternatives capable of reducing or avoiding the project’s effects are identified. The known areas of controversy and issues to be resolved are also identified.
- **Chapter 1.0 Introduction** contains an overview of the EA’s legal authority, purpose, and intended uses, as well as its scope and organization.
- **Chapter 2.0 Project Description** contains the following: proposed project history and background; a statement of the project’s objectives; a general description of the project’s technical and environmental characteristics; the discretionary actions required to fully adopt and implement the project; and a statement of the intended uses of the EA related to future development projects.
- **Chapter 3.0 Environmental Setting** describes the proposed project’s regional and local setting including its locational context; existing physical characteristics and land use; available public infrastructure and services; and relationship to other relevant plans. The precise locations and boundaries of the project (i.e., opportunity sites) are presented on detailed maps, in regional and local contexts.
- **Chapter 4.0 Environmental Analysis** contains an evaluation of the environmental issues listed below. Each issue evaluation includes a description of the existing environmental setting, existing regulatory setting, potential project impacts, mitigation measures proposed to avoid or lessen significant effects, significant unavoidable impacts (if any), and a listing of the cited reference materials. An Initial Study was not prepared for the project, due to an order from the courts.
  - Aesthetics
  - Air Quality
  - Biological Resources
  - Cultural Resources
  - Energy
  - Geology and Soils
  - Greenhouse Gas Emissions
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use



- Noise
  - Population and Housing
  - Public Services and Recreation
  - Transportation and Traffic
  - Utilities and Service Systems
  - Wildfire
- 
- **Chapter 5.0 Other CEQA Considerations** discusses the long-term implications of the proposed action. The significant environmental effects which cannot be avoided if the proposed project is implemented and the significant irreversible environmental changes, which would be involved in the project, should it be implemented, are discussed.
  - **Chapter 6.0 Alternatives** describes a range of reasonable alternatives to the proposed project, and to the project's location, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the project's significant effects and evaluates the alternatives' comparative merits. The environmentally superior alternative from among the alternatives considered is identified. Additionally, a summary and tabular comparison of the proposed project and the alternatives is also provided.
  - **Chapter 7.0 References** includes documents referenced throughout this EA.

## **Technical Appendices**

The technical appendices used as a basis for much of the environmental analysis in this EA have been summarized in the respective sections and are printed separately as part of the EA Appendices. The technical appendices are available for review at the City of Huntington Park Planning and Zoning Department at 6550 Miles Avenue, Huntington Park, California 90255.

## **Incorporation by Reference**

Pursuant to State CEQA Guidelines § 15150, an EIR may incorporate by reference all or portions of another document, which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language is considered set forth in full as part of an EIR's text. Since this EA substantially conforms to the required content for an EIR, this EA incorporates by reference the 1991 Huntington Park General Plan and has referenced various technical studies and reports prepared in support of the 1991 GP, as well as those prepared in support of this EA. Also, information from these documents was summarized in this EA. The relationship between the incorporated information and this EA was also described. These documents are included in Chapter 7.0, *References*, and are hereby incorporated by reference. They are also available for review at the City of Huntington Park Planning and Zoning Department at 6550 Miles Avenue, Huntington Park, California 90255.

## 1.4 Environmental Assessment Intended Use and Process

### Environmental Assessment Intended Use

This EA is intended to be used by the City, as Lead Agency, in evaluating the proposed project and related amendments. Additionally, as an EA that substantially conforms to the required content for a Draft EIR, this document is intended to be used by the City when acting on subsequent applications for development on the housing sites consistent with the Housing Element, to ensure compliance with the Huntington Park General Plan (HPGP), Huntington Park Municipal Code (HPMC), and mitigation framework; see *Subsequent Environmental Review*, below.

### Environmental Assessment Process

Although CEQA does not apply to the proposed actions, preparation of an “environmental assessment” that substantially conforms to the required content for a Draft EIR is required, if any of the proposed actions would have a significant effect on the environment (GOV § 65759(a)). This document constitutes the required “environmental assessment.”

A Mitigation Monitoring and Reporting Program (MMRP) will be incorporated into this document and become part of the HPGP. The City will consider all information included in the EA when acting on the HPHE. Once adopted by the City, the EA will be incorporated into the HPGP.

Per the writ of mandate, a Notice of Availability of the EA will not be published in a newspaper of general circulation in the area and distributed to public agencies as part of GOV § 65352 and Public Utilities Code § 21676 noticing requirements.

### Subsequent Environmental Review

As allowed by State CEQA Guidelines § 15168, *Program EIR*, § 15183, *Projects Consistent with a Community Plan or Zoning*, and § 15182, *Residential Projects Pursuant to a Specific Plan*, the City will review future development under the proposed project considering this EA. State CEQA Guidelines § 15168, allows a program EIR to serve as the basis for environmental review of subsequent projects. State CEQA Guidelines §§ 15182 and 15183 provide additional exemptions for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

If any future Housing Element and General Plan Update projects requiring discretionary approval are not eligible for “by right” approval and have potentially significant adverse environmental effects that were not examined in this EA, an Initial Study would be prepared for that project, leading to the preparation of either a Negative Declaration, Mitigated Negative Declaration, focused EIR, or supplement to this EA. When additional environmental documentation for a future project is necessary, this EA may be incorporated by reference to address regional context, secondary effects, cumulative impacts, alternatives, and other factors applicable to the program overall. Section 2.6 provides additional information concerning future project approvals and procedures.

*This page intentionally left blank*

## 2 Project Description

---

The proposed project analyzed in this EA is the proposed City of Huntington Park Housing Element and General Plan Update (“proposed project”), which includes a focused update of the Housing and Safety Elements of the General Plan. To fulfill the requirements of the Housing Element, the proposed project would also involve minor changes to the City’s Land Use Element, land use designations, and zoning code. The City of Huntington Park is the lead agency for the proposed project. The City’s Planning Department prepared this EA with the assistance of Rincon Consultants, Inc.

This section describes the proposed project, including the major characteristics, objectives, and discretionary actions needed for approval.

### 2.1 Housing Element Update

The Housing Element is one of the State-mandated elements of the General Plan. The current Housing Element was adopted in 2009 and is in effect through 2014. The Housing Element identifies Huntington Park’s housing conditions and needs, and establishes the goals, objectives, and policies that comprise the City’s housing strategy to accommodate projected housing needs, including the provision of adequate housing for low-income households and for special-needs populations (e.g., unhoused people, seniors, single-parent households, large families, and persons with disabilities).

The proposed Housing Element update would bring the element into compliance with State legislation passed since adoption of the 2008-2014 Housing Element and with the current Regional Housing Needs Allocation (RHNA). In December 2021, the SCAG Executive Board adopted the 6<sup>th</sup> Cycle RHNA Allocation Plan, which includes a fair share allocation for meeting regional housing needs for each community in the SCAG region.

The proposed Housing Element update includes the following components, as required by State law:

- **Community Profile Assessment:** An analysis of the existing and projected housing needs of the community. It provides a profile of socio-demographic information, such as population characteristics, household information, housing stock, tenure, and housing affordability. The assessment also considers local special housing needs, such as seniors, farmworkers, unhoused persons, large households, and female-headed households.
- **Housing Capacity Analysis and Methodology:** An inventory listing adequate sites that are suitably zoned and available within the planning period to meet the City’s fair share of regional housing needs across all income levels.
- **Housing Resources:** An identification of financial, land, and administrative resources to support the development, preservation, and rehabilitation of housing.
- **Constraints to Housing Production:** An assessment of impediments to housing production across all income levels covering both governmental (e.g., zoning, fees, etc.) and nongovernmental (e.g., market, environmental, etc.).
- **Housing Plan:** This section provides a statement of the community’s goals, quantified objectives, and policies to maintain, preserve, improve, and develop housing, as well as a schedule of implementable actions to be taken during the planning period to achieve the goals, objectives, and policies. Quantified objectives for new construction, rehabilitation, and

conserved units by income category (i.e., very low, low, moderate, and above moderate) are included to make sure that both the existing and the projected housing needs are met, consistent with the City's share of the RHNA.

The update to the Housing Element is included in its entirety in Appendix A, Draft 2021-2029 Housing Element Update. The Housing Element is also available on the homepages of the City's website: <https://www.hpca.ca.gov> and the project website: <https://huntingtonparkgpupdates.com/housing-element/>

## 2.2 Safety Element Update

The Safety Element Update will ensure consistency with the Housing Element Update and will comply with recent State legislation and guidelines (including Assembly Bill [AB] 162, Senate Bill [SB] 1241, SB 99, AB 747, SB 1035, and SB 379). Amendments incorporate data and maps, address vulnerability to climate change, incorporate policies and programs from the City's Natural Hazards Mitigation Plan, as well as partial or full integration of other City documents and programs. Key areas of the Huntington Park Safety Element Update include updated flooding and fire hazard maps, emergency response and preparedness, especially as they relate to the City's projected climate change exposure, and vulnerability. The Safety Element amendments will be submitted to the California State Board of Forestry and Fire Protection (CalFire) for review.

The update to the Safety Element is included in its entirety in Appendix B, Draft Safety Element Update. The Safety Element is also available on the homepages of the City's website: <https://www.hpca.ca.gov> and the project website: <https://huntingtonparkgpupdates.com/safety-element/>

## 2.3 Land Use Element Update

The City's Land Use Element update will be prepared in compliance with Government Code Section 65302.10, which requires the City to update its Land Use Element to identify unincorporated island, fringe, or legacy communities inside or near its boundaries. The Land Use Element identifies and analyzes the service needs of the fringe community of Walnut Park, within the City's sphere of influence.

The Land Use Element will also be amended to address consistency issues with newly developed Housing Element goals, policies, and programs.

The General Plan Land Use Element will include a new Transit-Oriented Development land use overlay designation to allow a new zoning overlay district. The General Plan Land Use Map will be amended to apply the new Transit-Oriented Development (TOD) overlay designation to 36 parcels in the City.

The update to the Land Use Element is included in its entirety in Appendix C, Draft Land Use Element Update. The Land Use Element is also available on the homepages of the City's website: <https://www.hpca.ca.gov> and the project website: <https://huntingtonparkgpupdates.com/land-use-element/>

## 2.4 Zoning Code Amendments

The City's Zoning Code will be amended to address constraints identified in the Housing Element and inconsistencies with State law, including:

- Modifying the City's manufactured homes regulations to align with only those regulations that also apply to single-family homes;
- Allowing employee housing according to state law;
- Establishing standards and by-right processing procedures for Low-Barrier Navigation Centers;
- Allowing transitional housing according to state law;
- Eliminating prohibitions on multiple dwelling units to align with state accessory dwelling unit law;
- Allowing emergency shelters according to state law;
- Addressing identified constraints in the existing Reasonable Accommodation ordinance;
- Establishing a new TOD Overlay District. ; and

The City's Zoning Map would be amended to apply the new TOD Overlay District to 36 parcels to qualify them for inclusion in the City's Housing Element Sites Inventory, as required by Government Code Section 65583(c)(1)(A).

## 2.5 Regional Housing Needs Allocation (RHNA)

The SCAG Board of Directors adopted the final RHNA Plan for the Sixth Housing Element Cycle (October 1, 2021, to October 31, 2029) in March 2021. The plan allocates a share of the regional housing need to each jurisdiction, distributed across four income categories (very low, low, moderate, and above moderate). The proposed project is proposed to comply with State housing law and reflect SCAG's RHNA Plan Sixth Housing Element Cycle.

AB 1233 was signed into law on October 5, 2005, and applies to housing elements due on or after January 1, 2006. Specifically, the law states that if a jurisdiction fails to provide adequate sites in the prior planning period, within one year of the new cycle, the jurisdiction must rezone/upzone adequate sites to accommodate the shortfall. This requirement is in addition to rezoning/upzoning that may be needed to address the RHNA allocation for 2021-2029. This law affects the City of Huntington Park's Draft 2021-2029 Housing Element Update, requiring that City to address its deficit in sites from the previous (5<sup>th</sup> Cycle) RHNA share (2014–2021). As indicated in Table 2-1, the City's "carryover" from the 5<sup>th</sup> Cycle Housing Element is 895 dwelling units. Therefore, the City's RHNA share, including both the share of the current (6<sup>th</sup> Cycle) RHNA and carryover from the previous (5<sup>th</sup> Cycle) RHNA is 2,500 dwelling units.

**Table 2-1 RHNA Percentage of Income Distribution**

| Income Level   | Percent of Area Median Income (AMI) | 5 <sup>th</sup> Cycle | 6 <sup>th</sup> Cycle | Total RHNA Allocation |
|----------------|-------------------------------------|-----------------------|-----------------------|-----------------------|
| Very Low       | 0-50%                               | 216                   | 264                   | 480                   |
| Low            | 51-80%                              | 128                   | 196                   | 324                   |
| Moderate       | 81-120%                             | 149                   | 243                   | 392                   |
| Above Moderate | >120%                               | 402                   | 902                   | 1304                  |
| Total          | --                                  | 865                   | 1,605                 | 2,500                 |

Source: SCAG 2020

## Approach to Addressing RHNA

State law requires that agencies demonstrate in their housing elements that they have sufficient land zoned to accommodate their share of the regional growth (i.e., RHNA share). Agencies conduct land inventories to identify land suitable for residential development. Lands considered suitable for residential development include the following:

- Vacant residentially zoned sites.
- Vacant non-residentially zoned sites that allow residential development.
- Residentially zoned sites capable of being developed at a higher density; and
- Non-residentially zoned sites that can be redeveloped for, and if necessary rezoned for, residential use (via proposed program/project actions).

The availability of infrastructure (i.e., water, sewer, and dry utilities), both Citywide and site-specific, is also a determining factor in identifying land suitable for residential development. Environmental constraints must be reviewed, but not on a site-specific basis. The City must additionally demonstrate that each selected site has a "realistic and demonstrated potential for redevelopment during the planning period [i.e., by 2021] to meet the [City's] housing need for a designated income level." (Government Code § 65583(a)(3).)

Table 2-2 shows a summary of the RHNA allocations over the 5<sup>th</sup> and 6<sup>th</sup> cycle, housing credits for pipeline projects and accessory dwelling units (ADUs), vacant and underutilized sites throughout Downtown Specific Plan (DTSP), sites proposed to be rezoned near transit, and the surplus of housing units above RHNA allocation. The total capacity of inventory sites exceeds the City's RHNA share by 14 percent. The City would exceed the RHNA allocation in each income distribution level and total allocation, providing a buffer beyond what is required to ensure the City's share of the RHNA is met within the eight-year planning period.

**Table 2-2 RHNA and Opportunity Sites Summary**

| Sites/Projects                                                     | Income Distribution |            |            |                | Total        |
|--------------------------------------------------------------------|---------------------|------------|------------|----------------|--------------|
|                                                                    | Very Low            | Low        | Moderate   | Above Moderate |              |
| 5 <sup>th</sup> Cycle RHNA Allocation                              | 216                 | 128        | 149        | 402            | 895          |
| 6 <sup>th</sup> Cycle RHNA Allocation                              | 264                 | 196        | 243        | 902            | 1,605        |
| <b>Total RHNA Allocation</b>                                       | <b>480</b>          | <b>324</b> | <b>392</b> | <b>1304</b>    | <b>2,500</b> |
| Pipeline Projects                                                  | 13                  | 36         | 7          | 1              | 57           |
| Accessory Dwelling Units (ADUs)                                    | 26                  | 50         | 2          | 34             | 112          |
| <b>Remaining RHNA After Subtracting Credits</b>                    | <b>441</b>          | <b>238</b> | <b>383</b> | <b>1,269</b>   | <b>2,331</b> |
| Downtown Specific Plan (DTSP) Opportunity Sites                    | 125                 | 122        | 110        | 553            | 910          |
| Slauson/Long Beach Transit Station Rezone Sites                    | 169                 | 152        | 214        | 534            | 1,069        |
| Pacific/Randolph Transit Rezone Sites                              | 105                 | 89         | 131        | 328            | 653          |
| Florence/Salt Lake Transit Rezone Site8                            | 6                   | 5          | 7          | 19             | 37           |
| <b>Total Units (Credits + Vacant/Underutilized + Rezone Sites)</b> | <b>444</b>          | <b>454</b> | <b>462</b> | <b>1,477</b>   | <b>2,837</b> |
| Total Unit Surplus Above RHNA Share                                | 94                  |            | 70         | 173            | 337          |
| Total % Buffer Above RHNA Share                                    | 12%                 |            | 4%         | 5%             | 14%          |

## Rezone Sites

The City conducted a land inventory to identify housing opportunity sites that could satisfy the criteria and factors described above. Based on the adopted General Plan Land Use Element, adopted specific plans, and existing zoning, the City determined that an adequate number of properly zoned properties were not available to accommodate future housing needs. Thirty-six parcels are proposed to be rezoned to make them eligible for inclusion in the sites inventory.

## Sites Inventory Summary

Table 2-3 lists each housing opportunity site in Huntington Park, including the address, APN, acreage, current use, and assumed income level distribution to fulfill the RHNA share of each opportunity site in the Downtown Specific Plan area, the Pacific/Randolph Transit area, the Florence Salt Lake Site area, and the Slauson Long Beach Transit area. As proposed, the opportunity sites can support a total of 2,668 units, exceeding the RHNA share by 337 units.



Table 2-3 Opportunity Sites Inventory

|                                          |                     |              |         |                     | Income Category |     |          |                | Potential Dwelling Units |
|------------------------------------------|---------------------|--------------|---------|---------------------|-----------------|-----|----------|----------------|--------------------------|
| Specific Plan                            | Address             | APN          | Acreage | Existing Use        | Very Low        | Low | Moderate | Above Moderate |                          |
| Downtown Specific Plan Opportunity Sites |                     |              |         |                     |                 |     |          |                |                          |
| DTSP                                     | 6208 Rita Ave.      | 6320-022-003 | 0.18    | Parking Lot         | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6200 Rita Ave.      | 6320-022-004 | 0.18    | Parking Lot         | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | Rita Ave.           | 6320-022-900 | 0.31    | Parking Lot         | 0               | 0   | 0        | 15             | 15                       |
| DTSP                                     | 6211 Pacific Blvd.  | 6320-020-024 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6201 Pacific Blvd.  | 6320-020-022 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6137 Pacific Blvd.  | 6320-020-021 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6207 Pacific Blvd.  | 6320-020-023 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6217 Pacific Blvd.  | 6320-020-025 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | Pacific Blvd.       | 6320-020-010 | 0.26    | Parking Lot         | 0               | 0   | 0        | 12             | 12                       |
| DTSP                                     | 2551 Clarendon Ave. | 6320-020-002 | 0.11    | Office Building     | 0               | 0   | 0        | 5              | 5                        |
| DTSP                                     | 6132 Pacific Blvd.  | 6320-021-006 | 0.10    | Commercial Retail   | 0               | 0   | 0        | 5              | 5                        |
| DTSP                                     | 6101 Pacific Blvd.  | 6320-020-017 | 0.36    | Commercial Retail   | 0               | 0   | 17       | 0              | 17                       |
| DTSP                                     | 6208 Pacific Blvd.  | 6320-021-003 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6214 Pacific Blvd.  | 6320-021-002 | 0.14    | Light Manufacturing | 0               | 0   | 0        | 6              | 6                        |
| DTSP                                     | 2611 Clarendon Ave. | 6320-021-020 | 0.28    | Parking Lot         | 0               | 0   | 0        | 13             | 13                       |
| DTSP                                     | 6334 Pacific Blvd.  | 6320-030-027 | 0.17    | Commercial Retail   | 0               | 0   | 0        | 8              | 8                        |
| DTSP                                     | 6360 Pacific Blvd.  | 6320-030-035 | 0.57    | Commercial Retail   | 14              | 14  | 0        | 0              | 28                       |
| DTSP                                     | 2621 E Gage Ave.    | 6320-030-034 | 0.37    | Commercial Retail   | 0               | 0   | 17       | 0              | 17                       |
| DTSP                                     | 6335 Rita Ave.      | 6320-030-906 | 1.55    | Parking Lot         | 38              | 37  | 0        | 0              | 75                       |
| DTSP                                     | 6430 Pacific Blvd.  | 6322-004-033 | 0.22    | Commercial Retail   | 0               | 0   | 0        | 10             | 10                       |
| DTSP                                     | 6409 Rita Ave.      | 6322-004-015 | 0.20    | Parking Lot         | 0               | 0   | 0        | 9              | 9                        |
| DTSP                                     | Rita Ave.           | 6322-004-904 | 0.39    | Parking Lot         | 0               | 0   | 19       | 0              | 19                       |
| DTSP                                     | 6415 Rita Ave.      | 6322-004-016 | 0.21    | Parking Lot         | 0               | 0   | 0        | 10             | 10                       |

City of Huntington Park  
Housing Element and General Plan Update

| Specific Plan | Address           | APN          | Acreage | Existing Use          | Income Category |     |          |                | Potential Dwelling Units |
|---------------|-------------------|--------------|---------|-----------------------|-----------------|-----|----------|----------------|--------------------------|
|               |                   |              |         |                       | Very Low        | Low | Moderate | Above Moderate |                          |
| DTSP          | Rita Ave.         | 6322-004-901 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-004-903 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-004-900 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-004-902 | 0.40    | Parking Lot           | 0               | 0   | 19       | 0              | 19                       |
| DTSP          | 6438 Rita Ave.    | 6322-005-009 | 0.18    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 6538 Rita Ave.    | 6322-005-016 | 0.10    | Commercial Retail     | 0               | 0   | 0        | 4              | 4                        |
| DTSP          | 2675 Zoe Ave.     | 6322-005-025 | 0.83    | Commercial Retail     | 9               | 8   | 0        | 0              | 17                       |
| DTSP          | Rita Ave.         | 6322-017-906 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-017-902 | 0.21    | Parking Lot           | 0               | 0   | 0        | 10             | 10                       |
| DTSP          | 6621 Rita Ave.    | 6322-017-909 | 0.19    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-017-901 | 0.59    | Parking Lot           | 14              | 14  | 0        | 0              | 28                       |
| DTSP          | Rita Ave.         | 6322-017-904 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-017-907 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6713 Rita Ave.    | 6322-017-910 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-017-905 | 0.20    | Parking Lot           | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-017-908 | 0.17    | Parking Lot           | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 6611 Seville Ave. | 6322-015-009 | 0.10    | Office Building       | 0               | 0   | 0        | 2              | 2                        |
| DTSP          | 6619 Seville Ave. | 6322-015-011 | 0.15    | Commercial Retail     | 0               | 0   | 0        | 7              | 7                        |
| DTSP          | 6823 Seville Ave. | 6322-016-011 | 0.14    | Commercial Retail     | 0               | 0   | 0        | 6              | 6                        |
| DTSP          | 6725 Seville Ave. | 6322-016-001 | 0.19    | Professional Building | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6831 Seville Ave. | 6322-016-012 | 0.08    | Professional Building | 0               | 0   | 0        | 3              | 3                        |
| DTSP          | 6803 Seville Ave. | 6322-016-005 | 0.17    | Professional Building | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 7023 Seville Ave. | 6322-025-031 | 0.19    | Office Building       | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 7021 Seville Ave. | 6322-025-032 | 0.20    | Office Building       | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.         | 6322-023-030 | 0.18    | Parking Lot           | 0               | 0   | 0        | 8              | 8                        |

| Specific Plan | Address              | APN          | Acreage | Existing Use          | Income Category |     |          |                | Potential Dwelling Units |
|---------------|----------------------|--------------|---------|-----------------------|-----------------|-----|----------|----------------|--------------------------|
|               |                      |              |         |                       | Very Low        | Low | Moderate | Above Moderate |                          |
| DTSP          | 7115 Pacific Blvd.   | 6322-023-031 | 0.17    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 2661 E Florence Ave. | 6322-025-047 | 1.06    | Commercial Retail     | 26              | 25  | 0        | 0              | 51                       |
| DTSP          | 7143 Seville Ave.    | 6322-025-021 | 0.20    | Professional Building | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 7120 Pacific Blvd.   | 6322-024-037 | 0.17    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 7129 Rita Ave.       | 6322-024-042 | 0.17    | Parking Lot           | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 7009 Rita Ave.       | 6322-024-022 | 0.17    | Vacant                | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 6906 Pacific Blvd.   | 6322-024-002 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 7118 Pacific Blvd.   | 6322-024-007 | 0.14    | Commercial Retail     | 0               | 0   | 0        | 6              | 6                        |
| DTSP          | 7100 Pacific Blvd.   | 6322-024-031 | 0.16    | Commercial Retail     | 0               | 0   | 0        | 7              | 7                        |
| DTSP          | 7103 Pacific Blvd.   | 6322-023-023 | 0.18    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 6921 Pacific Blvd.   | 6322-023-018 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 7003 Pacific Blvd.   | 6322-023-019 | 0.14    | Commercial Retail     | 0               | 0   | 0        | 6              | 6                        |
| DTSP          | 7018 Rugby Ave.      | 6322-023-007 | 0.19    | Vacant                | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 2558 Saturn Ave.     | 6322-023-001 | 0.21    | Commercial Retail     | 0               | 0   | 0        | 10             | 10                       |
| DTSP          | 7022 Rugby Ave.      | 6322-023-008 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6621 Pacific Blvd.   | 6322-018-017 | 0.19    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6615 Pacific Blvd.   | 6322-018-016 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | Rita Ave.            | 6322-016-017 | 0.07    | Parking Lot           | 0               | 0   | 0        | 3              | 3                        |
| DTSP          | 6722 Rugby Ave.      | 6322-018-031 | 0.98    | Parking Lot           | 24              | 24  | 0        | 0              | 48                       |
| DTSP          | 2556 Zoe Ave.        | 6322-018-001 | 0.22    | Office Building       | 0               | 0   | 0        | 10             | 10                       |
| DTSP          | 6529 Pacific Blvd.   | 6322-003-019 | 0.18    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |
| DTSP          | 6501 Pacific Blvd.   | 6322-003-013 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6515 Pacific Blvd.   | 6322-003-017 | 0.20    | Commercial Retail     | 0               | 0   | 0        | 9              | 9                        |
| DTSP          | 6526 Rugby Ave.      | 6322-003-029 | 0.37    | Commercial Retail     | 0               | 0   | 18       | 0              | 18                       |
| DTSP          | 6353 Pacific Blvd.   | 6320-031-020 | 0.17    | Commercial Retail     | 0               | 0   | 0        | 8              | 8                        |

City of Huntington Park  
Housing Element and General Plan Update

| Specific Plan                                  | Address              | APN          | Acreage      | Existing Use      | Income Category |            |            |                | Potential Dwelling Units |
|------------------------------------------------|----------------------|--------------|--------------|-------------------|-----------------|------------|------------|----------------|--------------------------|
|                                                |                      |              |              |                   | Very Low        | Low        | Moderate   | Above Moderate |                          |
| DTSP                                           | 6614 Pacific Blvd.   | 6322-017-028 | 0.19         | Commercial Retail | 0               | 0          | 0          | 9              | 9                        |
| DTSP                                           | 6702 Pacific Blvd.   | 6322-017-005 | 0.20         | Commercial Retail | 0               | 0          | 0          | 9              | 9                        |
| DTSP                                           | 6822 Pacific Blvd.   | 6322-017-012 | 0.20         | Commercial Retail | 0               | 0          | 0          | 9              | 9                        |
| DTSP                                           | 6728 Pacific Blvd.   | 6322-017-008 | 0.19         | Commercial Retail | 0               | 0          | 0          | 9              | 9                        |
| DTSP                                           | 6722 Pacific Blvd.   | 6322-017-007 | 0.20         | Commercial Retail | 0               | 0          | 0          | 9              | 9                        |
| DTSP                                           | 6610 Pacific Blvd.   | 6322-017-030 | 0.41         | Commercial Retail | 0               | 0          | 20         | 0              | 20                       |
| <b>DTSP Subtotal</b>                           |                      |              | <b>20.02</b> |                   | <b>125</b>      | <b>122</b> | <b>110</b> | <b>553</b>     | <b>910</b>               |
| <b>Slauson/Long Beach Transit Rezone Sites</b> |                      |              |              |                   |                 |            |            |                |                          |
| Slauson / Long Beach Transit                   | 5925 S Alameda St.   | 6009-030-014 | 1.00         | Auto Repair       | 8               | 7          | 10         | 25             | 49                       |
| Slauson / Long Beach Transit                   | Wilmington Ave.      | 6009-030-016 | 0.50         | Parking Lot       | 4               | 3          | 5          | 12             | 24                       |
| Slauson / Long Beach Transit                   | 5920 Wilmington Ave. | 6009-031-002 | 1.12         | Manufacturing     | 9               | 8          | 11         | 27             | 55                       |
| Slauson / Long Beach Transit                   | 6100 Wilmington Ave. | 6009-031-004 | 1.00         | Manufacturing     | 8               | 7          | 10         | 25             | 49                       |
| Slauson / Long Beach Transit                   | 5900 Wilmington Ave. | 6009-031-006 | 1.24         | Manufacturing     | 9               | 9          | 12         | 30             | 60                       |
| Slauson / Long Beach Transit                   | 6200 Wilmington Ave. | 6009-032-001 | 4.69         | Office Building   | 35              | 34         | 46         | 115            | 229                      |
| Slauson / Long Beach Transit                   | 6201 S Alameda St.   | 6009-033-002 | 1.45         | Auto Repair       | 11              | 10         | 14         | 35             | 70                       |
| Slauson / Long Beach Transit                   | 6169 S Alameda St.   | 6009-033-007 | 1.36         | Manufacturing     | 10              | 9          | 13         | 33             | 65                       |
| Slauson / Long Beach Transit                   | 6011 S Alameda St.   | 6009-033-008 | 2.50         | Manufacturing     | 19              | 18         | 24         | 61             | 122                      |
| Slauson / Long Beach Transit                   | 5969 S Alameda St.   | 6009-034-008 | 0.93         | Parking Lot       | 7               | 6          | 9          | 23             | 45                       |
| Slauson / Long Beach Transit                   | 2020 E Slauson Ave.  | 6321-001-008 | 0.77         | Manufacturing     | 6               | 5          | 7          | 19             | 37                       |
| Slauson / Long Beach Transit                   | 2007 Laura Ave.      | 6321-001-015 | 0.56         | Vacant            | 5               | 4          | 5          | 14             | 28                       |
| Slauson / Long Beach Transit                   | 6000 Alameda St.     | 6321-007-015 | 0.67         | Manufacturing     | 5               | 4          | 6          | 16             | 31                       |
| Slauson / Long Beach Transit                   | 2020 Laura Ave.      | 6321-007-027 | 0.51         | Industrial        | 4               | 3          | 5          | 12             | 24                       |
| Slauson / Long Beach Transit                   | 5977 Regent St.      | 6321-007-031 | 0.74         | Manufacturing     | 6               | 5          | 7          | 18             | 36                       |
| Slauson / Long Beach Transit                   | 1981 Belgrave Ave.   | 6321-007-034 | 1.30         | Manufacturing     | 10              | 9          | 13         | 32             | 63                       |
| Slauson / Long Beach Transit                   | 1954 Laura Ave.      | 6321-007-037 | 0.77         | Commercial Retail | 6               | 5          | 7          | 19             | 37                       |

|                                         |                     |              |         |                   | Income Category |     |          |                | Potential Dwelling Units |
|-----------------------------------------|---------------------|--------------|---------|-------------------|-----------------|-----|----------|----------------|--------------------------|
| Specific Plan                           | Address             | APN          | Acreage | Existing Use      | Very Low        | Low | Moderate | Above Moderate |                          |
| Slauson/Long Beach Transit Subtotal     |                     |              | 22.01   |                   | 169             | 152 | 214      | 534            | 1069                     |
| Pacific/Randolph Transit Rezone Sites   |                     |              |         |                   |                 |     |          |                |                          |
| Pacific / Randolph Transit              | 2563 E Slauson Ave. | 6309-016-028 | 0.55    | Restaurant        | 5               | 4   | 5        | 14             | 28                       |
| Pacific / Randolph Transit              | 2657 E Slauson Ave. | 6309-025-044 | 0.53    | Parking Lot       | 4               | 3   | 5        | 13             | 25                       |
| Pacific / Randolph Transit              | 2863 E Slauson Ave. | 6310-016-008 | 1.00    | Industrial        | 8               | 7   | 10       | 25             | 49                       |
| Pacific / Randolph Transit              | Soto St.            | 6310-017-005 | 0.55    | Manufacturing     | 5               | 4   | 5        | 14             | 28                       |
| Pacific / Randolph Transit              | 5720 Soto St.       | 6310-017-006 | 0.50    | Storage           | 4               | 3   | 5        | 12             | 24                       |
| Pacific / Randolph Transit              | Slauson Ave.        | 6310-017-007 | 1.68    | Industrial        | 13              | 12  | 16       | 41             | 82                       |
| Pacific / Randolph Transit              | Pacific Blvd.       | 6320-012-072 | 2.00    | Parking Lot       | 15              | 14  | 20       | 49             | 98                       |
| Pacific / Randolph Transit              | 2330 E Slauson Ave. | 6321-002-009 | 0.51    | Service Station   | 4               | 3   | 5        | 13             | 25                       |
| Pacific / Randolph Transit              | 2400 E Slauson Ave. | 6321-003-001 | 0.53    | Service Station   | 4               | 3   | 5        | 13             | 25                       |
| Pacific / Randolph Transit              | 5936 Santa Fe Ave.  | 6321-003-143 | 0.52    | Commercial Retail | 4               | 3   | 5        | 13             | 25                       |
| Pacific / Randolph Transit              | 5918 Santa Fe Ave.  | 6321-003-144 | 0.53    | Commercial Retail | 4               | 3   | 5        | 13             | 25                       |
| Pacific / Randolph Transit              | 6020 Santa Fe Ave.  | 6321-004-069 | 0.58    | Commercial Retail | 5               | 4   | 6        | 14             | 29                       |
| Pacific / Randolph Transit              | 2110 Belgrave Ave.  | 6321-006-025 | 1.45    | Manufacturing     | 11              | 10  | 14       | 35             | 70                       |
| Pacific / Randolph Transit              | 2075 Belgrave Ave.  | 6321-006-026 | 0.65    | Vacant            | 5               | 4   | 6        | 16             | 31                       |
| Pacific / Randolph Transit              | 2111 Belgrave Ave.  | 6321-006-030 | 0.83    | Manufacturing     | 6               | 6   | 8        | 20             | 40                       |
| Pacific / Randolph Transit              | 6536 Santa Fe Ave.  | 6321-022-027 | 0.53    | Parking Lot       | 4               | 3   | 5        | 13             | 25                       |
| Pacific/Randolph Transit Subtotal       |                     |              | 13.48   |                   | 105             | 89  | 131      | 328            | 653                      |
| Florence/Salt Lake Transit Rezone Sites |                     |              |         |                   |                 |     |          |                |                          |
| Florence / Salt Lake Transit            | 7412 State St.      | 6213-007-019 | 0.77    | Commercial Retail | 6               | 5   | 7        | 19             | 37                       |
| Florence/Salt Lake Transit Subtotal     |                     |              | 0.77    |                   | 6               | 5   | 7        | 19             | 37                       |
| Total                                   |                     |              | 56.28   |                   | 405             | 368 | 462      | 1433           | 2668                     |

## 2.6 Project Objectives

The purpose of the proposed project is to address the housing and safety needs of the City, to support City programs to increase housing affordability, and to update the General Plan to meet the requirements of current State law. The proposed project includes the following goals and objectives:

- Provide a framework for accommodating approximately 2,500 new housing units, with a reasonable buffer of at least 14 percent above RHNA for lower- and moderate-income units for a total of 2,668 new units, at all levels of affordability within access to transit, job centers, schools, services, and open spaces.
- Plan for a buffer range of approximately 338 units to ensure ongoing compliance with the No Net Loss provisions of State housing law.
- Accommodate the City's share of the State-required RHNA for 5th and 6th Cycle Housing Element planning periods.
- Bring the Housing, Safety, and Land Use Elements into conformance with recently enacted State laws.
- Identify future housing sites with a collective capacity to meet the City's RHNA, including the requisite buffer capacity; and
- Continue to provide excellent services, parks, schools, and environmental setting, and offer new programs that support the City's increasing diversity and improved housing affordability. New Housing Element programs support this growth and self-mitigate potential negative impacts of growth on the physical environment in Huntington Park and the surrounding region.

## 2.7 Project Implementation

### Goals and Policies

The proposed project identifies the following major housing-related goals, with associated policies to implement each:

- Ensure that a broad range of housing types are provided to meet the needs of both existing and future residents.
- Ensure that housing is both sound and safe for occupants.
- Ensure that the existing housing stock is maintained and preserved.
- Ensure the continued affordability of deed-restricted units; and
- Develop policies to remove governmental and nongovernmental constraints.

The goals and policies are provided in their entirety in Section 1 of Appendix A.

### Housing Element Law

Under State Housing Element law, the HEU must include programs that address six housing-related categories, as outlined below. State law requires that the implementation program address the following:

1. **Adequate Sites Inventory [GOV Code §65583(c)(1)]**

A jurisdiction must identify actions/programs that will be taken to make sites available during

the planning period with appropriate zoning and development standards and with services/facilities to accommodate the City's share of regional housing need for each income level.

2. **Affordable Housing [GOV Code § 65583(c)(2)]**

A jurisdiction must show how it intends to assist in the development of adequate housing to meet the needs of extremely low, very low, low, and moderate-income households.

3. **Mitigation of Constraints [GOV Code §65583(c)(3)]**

A jurisdiction must address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

4. **Conservation [GOV Code § 65583(c)(4)]**

A jurisdiction must conserve and improve the condition of the existing affordable housing stock.

5. **Equal Housing Opportunities [GOV Code § 65583(c)(5)]**

A jurisdiction must promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, or disability.

6. **At-Risk Housing [GOV Code § 65583(a)(6)9]**

A jurisdiction must preserve for lower income households the assisted housing developments that are at risk of becoming homeless.

Many of the proposed implementation programs are limited to City housing policy and actions to support those policies that do not involve changes that would result in physical impacts. Others such as General Plan and Zoning Code map amendments have potential to increase development yields or result in other physical impacts.

The housing programs proposed to implement each goal and policy are included in their entirety in Section 1 of Appendix A.

## 2.8 Discretionary Actions

Discretionary actions are those taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project.

### Housing and Safety Element Update Conforming Amendments

The following discretionary actions by the City would be required for approval of the Draft 2021-2029 Housing and Safety Element Update:

- Adopt the Draft 2021-2029 Housing Element Update and Safety Element Update, which amends the General Plan.
- Amend the General Plan Land Use Element for conformance.
- Amend the Zoning Code for conformance with state housing law.
- Amend the General Plan and Zoning maps to rezone 36 parcels citywide.

Other project activities or actions required by other agencies:

- California Department of Housing and Community Development (HCD) to review the proposed project.

## **CEQA Review**

Subsequent discretionary actions must be examined in the light of this EA to determine whether additional environmental clearance is required. Future development consistent with the rezoning program and this EA may tier from this EA, as permitted by State CEQA Guidelines § 15152; see Section 3.3.1. This EA comprehensively consider a series of related projects with the intent to streamline subsequent review of future development projects.

## **Discretionary Review**

Future development on sites not qualifying for “by right” approval would be subject to subsequent discretionary review and permitting, as required by the Zoning Code. Specifically, design review and subsequent discretionary review would be required for most subdivision map actions, as detailed below:

- Design Review. All buildings, grading, landscaping, and construction projects in the rezoning program (including those that that qualify as a “use by right” and whether they require any other City permit or not) would be subject to design review unless exempted by HPMC Chapter 9-2.18.
- Subdivision. All projects in the rezoning program that create a subdivision would be subject to HPMC Title 10, *Subdivisions*.



## 3 Environmental Setting

---

This section provides a general overview of the environmental setting for the EA. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

### 3.1 Regional Setting

The City of Huntington Park is located in south central Los Angeles County, approximately 6 miles south of downtown Los Angeles. The City is located approximately 18 miles inland from the coastline of the Pacific Ocean. Huntington Park city limits are generally bounded by the City of Vernon and City of Los Angeles to the north, the City of Bell to the east, the City of South Gate to the south, and the City of Walnut Park to the west (“Plan Area”). A grid system of east-west and north-south roadways, including arterials, collectors, and local streets, provides vehicular access throughout the City. The major roadways include East Slauson Avenue, Randolph Street, East Gage Avenue, Sante Fe Avenue, Miles Avenue, and State Street. It is regionally accessible via Interstate 710 to the east, Interstate 105 to the south, Interstate 110 to the west and Interstates 5 and 10 to the north. Figure 3-1 shows the location of the City in a regional context and Figure 3-2 shows the location of the proposed project in relationship to surrounding cities.

Huntington Park is located within the Southern California Association of Governments (SCAG) planning area. SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. The region encompasses a population exceeding 19.2 million persons in an area of more than 38,000 square miles (SCAG 2021). The City, as of 2022, has a population of approximately 53,942 persons and 15,507 households and is expected to increase to 64,000 persons and 16,500 households by 2045 (DOF 2022, SCAG 2020).

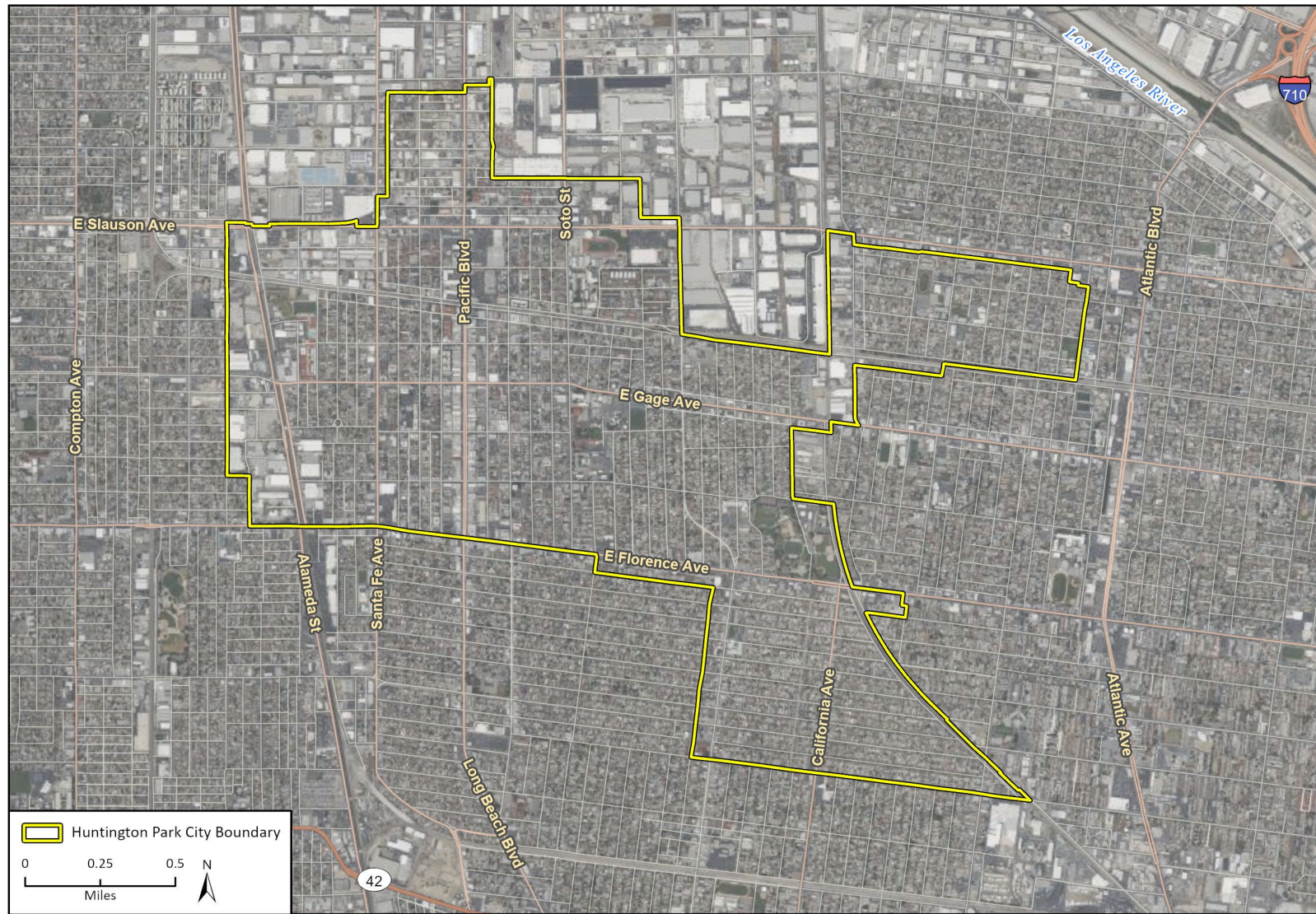
### 3.2 Natural Environment

Los Angeles County is topographically diverse, with mountains, valleys, agricultural land, and distinct urban areas, all within relative proximity to the Pacific Ocean. The regional climate is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The region is subject to various natural hazards, including earthquakes, landslides, and wildfires. Although air quality in the area has steadily improved in recent years, the Los Angeles region remains a nonattainment area for ozone (urban smog) and particulate matter.





**Figure 3-2 City of Huntington Park**



Imagery provided by Microsoft Bing and its licensors © 2023.

### 3.3 Planning Context

#### Land Use Designations

The City consists of a variety of land use designations including Low, Medium, and High Density Residential; General Commercial; Commercial Neighborhood; Commercial Professional; Manufacturing; Downtown Specific Plan; Public Facilities; and Open Space. In addition, the City consists of various overlay zones including medium density, parking, special use, affordable housing, and historical district.

#### Draft Housing Opportunity Sites Setting

The Draft Housing Opportunity Sites are summarized in Tables 2-2 and 2-3 of Section 2, *Project Description*, and detailed in Section 4.12, *Population and Housing*. Please see the Draft Housing Element, which is included in its entirety in Appendix A, Draft 2021-2029 Housing Element Update, for a figure of the location of the proposed opportunity sites. In particular, these sites currently exist as vacant, parking lots, commercial, office, and industrial use, and are surrounded by single family and multifamily residential development, commercial development, office, public space, educational facilities, industrial, and vacant uses. The Draft Housing Opportunity Sites include both undeveloped, underdeveloped and developed parcels.

### 3.4 Cumulative Impact Setting

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project, as this EA acts as a program EIR, this document will follow that requirement. CEQA defines “cumulative impacts” as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts.

Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the EA to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Since the HSEU is a policy document, cumulative impacts are treated somewhat differently than they would be for a specific development. Section 15130 of the *CEQA Guidelines* provides the following direction relative to cumulative impact analysis:

“Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.”

Because the proposed project is essentially a set of guidelines for projects that could occur within the timeframe of the proposed project, the proposed project itself represents the cumulative development scenario for the reasonably foreseeable future in the area of the project. Therefore,

the analysis presented in this EA generally represents a cumulative analysis of the Plan Area over the Housing Element planning horizon of 2029.

Existing and proposed land uses in the Plan Area include residential, business office, commercial, mixed use, public facilities, recreational and resource-protected open space. The HEU would accommodate an additional estimated housing capacity of 2,668 units and 10,646 residents in the Plan Area by 2029, which would result in a total of 17,896 units and 69,893 residents by that year (see Section 4.5, *Population and Housing*, for more details).

In instances where other cumulative development in region including neighboring cities, the County, or specific region (e.g., hydrologic region or air basin) could contribute to impacts generated by the proposed project, those impacts, as well as the context, are discussed in the cumulative impact discussion that follows the project-specific impacts in each section.

The analysis included in each cumulative impact section analyzes whether, after implementation of mitigation that minimize environmental effects, the residual impacts of the proposed project would cause a cumulatively significant impact or would contribute considerably to existing or anticipated cumulatively significant effects. Where the proposed project would contribute, additional mitigation is recommended where feasible.

*This page intentionally left blank*

## 4 Environmental Impact Analysis

---

As discussed in detail in Chapter 1.0, *Introduction*, CEQA does not apply to any discretionary actions necessary to bring the Housing Element and relevant mandatory General Plan elements into compliance with State law. Therefore, CEQA does not apply to the proposed discretionary actions detailed in Chapter 2.0, *Project Description* (i.e., the Project). However, preparation of an “environmental assessment” that substantially conforms to the required content for a draft environmental impact report (Draft EIR) is required (Government Code § 65759(a)). Therefore, this document constitutes the required “environmental assessment” and conforms to the required content for a Draft EIR found in State CEQA Guidelines Article 9 (§ 15120 et seq.).

### 4.0 Organization and Content

This EA addresses in detail the “potentially significant impacts” concerning the following environmental issues:

|                                            |                                          |
|--------------------------------------------|------------------------------------------|
| 4.1 Aesthetics                             | 4.10 Land Use and Planning               |
| 4.2 Air Quality                            | 4.11 Noise                               |
| 4.3 Biological Resources                   | 4.12 Population and Housing              |
| 4.4 Cultural and Tribal Cultural Resources | 4.13 Public Services and Recreation      |
| 4.5 Energy                                 | 4.14 Transportation and Traffic          |
| 4.6 Geology and Soils                      | 4.15 Utilities and Service Systems       |
| 4.7 Greenhouse Gas Emissions               | 4.16 Wildfire                            |
| 4.8 Hazards and Hazardous Materials        | 4.17 Effects Found Not to be Significant |
| 4.9 Hydrology and Water Quality            |                                          |

The environmental issues determined through the scoping process as clearly insignificant and unlikely to occur are: Agricultural and Forestry Resources; and Mineral Resources. Therefore, these issue areas are addressed in Section 4.17, *Effects Found Not to be Significant*.

Sections 4.1 through 4.16 contain a detailed environmental analysis of the existing environmental setting (baseline conditions), existing regulatory setting, project impacts (i.e., direct and indirect, short-term construction and long-term operational), relevant General Plan Policies, recommended mitigation measures, and significant unavoidable impacts. Cumulative impacts analysis can be found in each environmental issue section.

Each potentially significant environmental issue area is organized into the following subsections:

1. **Setting** describes the physical environmental conditions in the proposed project vicinity that could influence or affect the issue under investigation, as they exist at the time environmental analysis was commenced (August 2022), from both a local and regional perspective.
2. **Regulatory Setting** outlines and discusses the laws, ordinances, regulations, and standards applicable to the Project.
3. **Impact Analysis** provides the thresholds that are the basis of conclusions of significance and includes an “Impacts” analysis for each threshold.

The primary sources of the thresholds include:

- State CEQA Guidelines Appendix G criteria (California Code of Regulations §§ 15000 – 15387)
- Local, State, Federal and other standards applicable to an impact threshold
- Officially established significance thresholds.

State CEQA Guidelines § 15064[b] specifies that “...An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting.” Principally, “...a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (State CEQA Guidelines § 15382).

The “Impacts” analysis for each threshold describes potential environmental changes to the existing physical conditions that could occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. All potential direct and reasonably foreseeable indirect, construction-related (short term), and operation (long-term) effects are considered. Generally, impacts are classified as no impact, less than significant impact, or potentially significant impact. This EA uses the following terminology to describe the Project’s environmental impacts:

- **No Impact** – the proposed project would not have any measurable environmental impact.
- **Less Than Significant Impact** – the proposed project could impact the environment, although this impact would be below established thresholds of significance.
- **Less Than Significant Impact With Mitigation** – the proposed project would have the potential to generate an impact, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project’s physical or operational characteristics would reduce this impact to a level that is less than significant.
- **Significant Unavoidable Impacts** – describes impacts that would be significant and cannot be feasibly mitigated to a level that is less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead Agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the Lead Agency is required to balance a project’s benefits against its unavoidable environmental impacts in determining whether to approve the project. If a project’s benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (CEQA Guidelines § 15093[a]).

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact.

4. **Cumulative Impacts** identifies potential environmental impacts of past, present, and reasonably foreseeable future projects, in combination with implementation of the proposed project.

The Executive Summary of this EA summarizes all impacts and mitigation measures that apply to the Project.



## 4.1 Aesthetics

---

This section evaluates the potential impacts on aesthetics, including scenic vistas, scenic resources, visual character and quality, and light and glare, associated with the implementation of the proposed project.

Scenic or visual quality can be described best as the overall impression a viewer retains after driving through, walking through, or flying over an area (Bureau of Land Management 1984). Viewer response is a function of the number of viewers, number of views seen, distance of the viewers from a given key viewpoint, and the viewing duration. Viewer sensitivity reflects the extent of public concern for a particular viewshed. A brief description of these terms and criteria follows.

### **Viewshed**

A viewshed is an area of the landscape visible from a particular location or series of points (e.g., an overlook or a trail, respectively) (Federal Highway Administration [FHWA] 2015). A viewshed may be divided into viewing distances called foreground, middle ground, and background. Usually, the closer a resource is to the viewer, the more dominant it appears visually, and thus it has greater importance to the viewer than something farther away. A common set of criteria identifies the foreground as 0.25 to 0.5 mile from the viewer; the middle ground is three to five miles away; and the background extends away to the horizon.

### **Visual Character**

Natural and human-built landscape features both contribute to the visual character of an area or view. Features include geology, water features, plants, wildlife, trails and parks, and architecture and transportation elements (e.g., bridges or city skylines). The way visual character is perceived can vary based on the season, the time of day, the light, and other elements that influence what is visible in a landscape. The basic components used to describe visual character are form, line, color, and texture of landscape features (United States Forest Service [USFS] 1996, FHWA 2015).

### **Visual Quality**

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the “apparent concern for appearance” by concerned viewers (e.g., residents, visitors, jurisdictions) (United States Department of Agriculture [USDA] 1978). A well-established approach to visual analysis is used to evaluate visual quality, using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes the memorability of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

### **Visual Exposure and Sensitivity**

Viewer sensitivity is determined based on the visibility of resources in the landscape, the proximity of viewers to the visual resource, the height from which viewers see the resource, and the types of viewers with their associated expectations. Visual sensitivity also depends on the number and type of viewers, along with the frequency and duration of views experienced by these viewers.

Once an adequate description of the visual resource and its quality is developed, including the number and types of views for common uses (e.g., recreational, agriculture), an evaluation can be made as to the impact of the proposed project upon the aesthetic and visual resources in the landscape.

#### 4.1.1 Setting

Huntington Park is an urbanized city situated in south central Los Angeles County, approximately six miles south of downtown Los Angeles. 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 Caltrans, the City does not have any designated scenic highways. 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.

#### **Housing Opportunity Sites Setting**

The housing opportunity sites are largely situated along major transportation corridors as depicted in Figure 2-1 in Section 2, *Project Description*. These areas are developed for the most part within existing commercial, industrial, and residential uses.

#### 4.1.2 Regulatory Setting

##### **a. State Regulations**

###### *California Scenic Highway Program*

Caltrans manages the State Scenic Highway Program. The program was created in 1963 with the goal of protecting the aesthetic significance of scenic highways throughout the state. According to the State Streets and Highways Code (Section 260 through 263), a highway may be designated as scenic based on its scenic quality, how much of the natural landscape can be seen by travelers, and the extent to which development intrudes on the traveler's enjoyment of the view. The California Scenic Highway Program's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such.

###### *California Green Building Code*

The California Green Building Code, Section 5.106.8, stipulates that new project site lighting must conform to standards that keep light generated on site from leaving the site by using reflectors, shields, screen walls, and any other method which complies with the Code's intent to limit light pollution.

##### **b. Local Regulations**

###### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several aesthetics goals, policies, and actions as part of the Land Use Element.

### *Land Use Element*

The Land Use Element (LUE) describes existing land use patterns and provides the physical framework for land use and development in the City. The LUE also contains policies to improve the City's visual quality, including its compatibility between neighborhoods, mixed-use areas, commercial areas, and industrial areas. It describes the economic context and sets out goals and policies to stimulate development, maintain fiscal health, and support other efforts to enhance the City's economy (Huntington Park 1991).

### *Urban Design Element*

The Urban Design Element (UDE) further builds on the Land Use and Community Development Element, focusing on the on the quality and character of public areas and private development in the City. The UDE describes the goals, policies, and design concepts regarding the preservation and improvement of the visual quality and character of the City (Huntington Park 1991).

### *City of Huntington Park Municipal Code*

The HPMC establishes regulations that implement the City's General Plan. Title 8, *Building Regulations* of the HPMC describes the City's specific development standards and land use requirements. Title 9, *Zoning*, describes the City's zoning regulations and districts including more specific standards and development regulations governing permitted uses, yard areas, building heights, parking requirements, and other standards. HPMC Section 9-3.103.13, *Lighting*, provides general requirements that limit light and glare through the use of energy-efficient lighting, appropriate light fixtures, shielding devices to prevent light spilling onto adjacent properties, and directional lighting methods.

## 4.1.3 Impact Analysis

### **a. Methodology and Thresholds of Significance**

As addressed by the CEQA analysis, aesthetics refers to visual concerns. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change. The Federal Highway Administration (FHWA), BLM, and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry. These methods have been synthesized and used for this analysis.

While the conclusions of these assessments may seem entirely subjective, value is measured based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by consistent levels of agreement in research on visual quality evaluation. Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately.

The following thresholds of significance were developed based on the *CEQA Guidelines*, specifically, Appendix G. The proposed project would have a significant impact with respect to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources in a designated State scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings.

3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
4. Create new sources of light or glare that would adversely affect day or nighttime views.

## **b. Project Impacts and Mitigation Measures**

|                                                                                            |
|--------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project have a substantial adverse effect on a scenic vista? |
|--------------------------------------------------------------------------------------------|

**Impact AES-1 THERE ARE NO SCENIC VISTAS WITHIN THE URBANIZED CITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

For the purposes of this analysis, a scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered important by a jurisdiction or a community. It can be obtained from an elevated position (such as from the top of a hillside) or it can be seen from a roadway with a longer-range view of the landscape. An adverse effect would occur if a proposed project would block or otherwise damage a scenic vista upon implementation.

Views of the San Gabriel Mountains from within the City are limited by the existing streetscape and existing development, which obstruct the line-of-sight between many of the local roadways and the aforementioned mountains. Specifically, most of the Draft Opportunity Sites are situated on nearly flat land. Redevelopment and infill of these sites would not create an opportunity for a new view to occur, which may impede a view of a scenic vista.

The Housing Element Update includes zoning changes which would increase the height limit in the C-D district from 30-feet to 35-feet and create a height limit in the TOD of up to 65 feet. There are no scenic vistas identified in the City, as the area is highly urbanized and views of the San Gabriel Mountains are limited by existing City development, including both residential, industrial, and commercial lands. Therefore, the increase in height limits proposed by the zoning changes of the Housing Element Update would not have a substantial impact on scenic vistas in Huntington Park.

Nonetheless, with adherence to goals and policies in the existing General Plan, General Plan Update, and various City design requirements, which would be assessed during project plan review in accordance with the HPMC, potential impacts would be considered less than significant with regard to a potential adverse effect on a scenic vista.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Impact AES-2** THERE ARE NO STATE SCENIC HIGHWAYS WITHIN OR NEAR CITY LIMITS, THEREFORE THERE WOULD BE A LESS THAN SIGNIFICANT IMPACT.

There are no state designated or eligible scenic highways within the city limits of Huntington Park. The closest eligible state scenic highway is State Route 187 in Santa Monica, located approximately 10 miles west of City limits, and is not visible from the City due to the distance and intervening development between the proposed project area and this highway (Caltrans 2019). Thus, no scenic resources would be damaged by the proposed project in or within clear view of a State-designated Scenic Highway. Thus, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 3:** Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Impact AES-3** THE PROPOSED PROJECT INCLUDES REZONING THAT WOULD ACCOMMODATE NEW RESIDENTIAL AND MIXED-USE DEVELOPMENT THROUGHOUT THE CITY. THE DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD BE SUBJECT TO APPLICABLE ZONING, MUNICIPAL CODE, AND GENERAL PLAN REGULATIONS WHICH PRESERVE SCENIC QUALITY. WITH ADHERENCE TO EXISTING AND FUTURE REGULATIONS, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Huntington Park is a highly urbanized city with a mix of low-, medium-, and high-density residences throughout the City, commercial and manufacturing uses primarily located in the western and northern areas of the City, and mixed-use development throughout the Downtown Specific Plan. Huntington Park's architectural style consists of an eclectic mix of designs, the most prominent styles for residential development are popular revival styles of the 1920s and 1930s, including Spanish Colonial and Classical/Colonial styles. Most of the housing opportunity sites are situated on surface parking lots that do not feature distinctive architectural styles located within the Downtown Specific Plan and commercial and manufacturing overlay zones in the western and northern areas of the City. A handful of housing opportunity sites would occur on developed lots which are currently zoned for commercial, retail, or office uses which would be re-developed for residential use.

There are 12 designated historic resources and one designated historic district on Malabar Street between Saturn Avenue and Florence Avenue in the City and no Draft Opportunity Sites are located within the historic resource sites or district (Huntington Park 2010). HPMC Article 9-3.18, *Historic Preservation*, provides guidelines for the designation, regulation, and preservation of historic resources within the City.

Chapter 9-3 of the HPMC establishes regulations regarding the visual quality of existing and new development throughout Huntington Park, some of which include property development and landscaping standards, sign standards, and publicly visible art regulations. All development projects are required to comply with Article 9-2.18 of the HPMC which institutes design review procedures to ensure that all projects within City limits are visually and operationally compatible with surrounding development. Article 9-4.103 sets specific standards for Huntington Park's residential development zones and Article 9-4.203 sets specific standards for mixed-use development zones, regulation topics include allowed uses, development standards, landscaping and open space requirements, and accessory structure requirements. Furthermore, the Downtown Specific Plan provides detailed development standards that guide building placement and massing, building height, parking areas, sign design, and public open space for the specific plan (Huntington Park 2008). This would apply to those Draft Opportunity Sites within the Downtown Specific Plan Area.

Largely, the housing opportunity sites are in areas where vacant lots and under-utilized parcels could accommodate new infill development without degrading the character of the neighborhood. In many cases, redevelopment would replace pavement parking lots or aging structures with well-designed new complexes that feature high-quality materials, increased, and maintained landscaping, having a beneficial visual impact on areas where existing development (e.g., older commercial and industrial establishments) is aging and does not align with newer development that was subject to the stringent city-wide design guidelines when developed.

The proposed project presents housing opportunity sites that could accommodate a mix of housing types, including low-income and moderate-income to market-rate housing, on the same site. This is to ensure the availability of all types of housing throughout the City and ensure that "affordable housing" does not equate to poorly designed facilities. Developments could also include retail shops, spas, restaurants, and office spaces on the first floor or mixed in with the residential development. Mixed-use development would enhance and encourage walkability and limit the need for surface-level parking. Furthermore, according to goals and policies in the General Plan, the City is committed to provide for a compatible mix of land uses, create consistent urban design, which is architecturally and functionally compatible, and preserve and enhance the existing character of the City.

With adherence to the design guidelines provided in the zoning code, the design guidelines in the existing Downtown Specific Plan, and the goals and policies of the General Plan, the proposed project would not degrade visual character and, thus, visual impacts would be considered less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 4:</b> Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact AES-4 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD CREATE NEW SOURCES OF LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAYTIME OR NIGHTTIME VIEWS IN THE AREA. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

For the purposes of this analysis, light refers to light emissions (brightness) generated by a source of light. Stationary sources of light include exterior parking lot and building security lighting; moving sources of light include the headlights of vehicles driving on roadways near the proposed project area. Streetlights and other security lighting also serve as sources of light in the evening hours.

Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces are associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

Development that could occur through implementation of the proposed project would increase the ambient nighttime lighting at and surrounding the housing opportunity sites. Increased lighting could come from exterior lights on buildings or light spilling from streetlights. Increased glare could potentially occur because of reflective building materials, roofing materials, and windows situated so they reflect sunlight. HPMC Section 9-3.103.13, Lighting, provides general requirements that limit light and glare through the use of energy-efficient lighting, appropriate light fixtures, shielding devices to prevent light spilling onto adjacent properties, and directional lighting methods. This includes limiting the height at which light fixtures can be positioned above the ground in residential districts and states that outdoor lighting on apartment buildings and multi-use complexes be directed downward into the interior of the lot.

Development facilitated by the proposed project would mainly occur as redevelopment of existing built sites or infill development of unused parcels between existing built sites. When facilities such as parking lots are replaced with buildings, these replacements may reduce nighttime sources of light, because parking lots are often more brightly lit during the nighttime than most buildings. Development of underutilized or vacant parcels may result in new light sources, but they would likely be congruous with nearby light sources (e.g., lighting from residential and industrial windows). Furthermore, as the development facilitated by the proposed project would be mostly residential units, light from windows would be filtered or obscured by window coverings. Therefore, impacts related to increased light and glare under implementation of the proposed project would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

#### 4.1.4 Cumulative Impacts

Development facilitated by the proposed project in conjunction with other nearby past, present and reasonably foreseeable future projects in the region could result in impacts to visual resources and aesthetic quality, although largely visual quality would improve with redevelopment of aging buildings and sparsely landscaped areas. Implementation of the proposed project would encourage increased housing development citywide, mainly in areas already developed with other uses. Most projects in the City, adjacent cities, and Los Angeles County would be required to undergo analysis for impacts to aesthetics and visual resources. These impacts would be mitigated by design guidelines, regulations, policies, and project-specific mitigation measures, thereby limiting damage to existing visual resources and enhancing the visual quality of areas where development occurs. Consequently, development facilitated by the proposed project would not result in significant cumulative environmental impacts in conflict with requirements for preserving scenic vistas, scenic resources in State- or locally designated highways or drives, visual quality, and for limiting the effects of light and glare. Therefore, proposed project implementation would not cause a cumulatively considerable impact on aesthetics and no further mitigation is required.



## 4.2 Air Quality

---

This section analyzes the effects of the proposed project on air quality. This section analyzes both temporary impacts relating to construction activity and possible long-term impacts associated with proposed project operation. Greenhouse gas and global climate change impacts are discussed in Section 4.7, *Greenhouse Gas Emissions*.

### 4.2.1 Environmental Setting

#### a. Local Climate and Meteorology

The City of Huntington Park is in the South Coast Air Basin (SCAB or Basin), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County line to the south. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the SCAB is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and weather.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB experiences warm summers, mild winters, infrequent rainfall, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The SCAB is a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter.

The SCAB experiences a persistent temperature inversion (increasing temperature with increasing altitude) because of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations in the SCAB. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties.

#### b. Air Pollutants of Primary Concern

The Federal Clean Air Act (CAA) requires the United States Environmental Protection Agency to set National Ambient Air Quality Standards (NAAQS) for maximum allowable concentrations of six "criteria" pollutants in outdoor air. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter with diameters 10 micrometers and smaller (PM<sub>10</sub>), particulate matter with diameters 2.5 micrometers and smaller (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Ozone (O<sub>3</sub>) is considered a secondary criteria pollutant

because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). The standards are set at a level that protects public health with an adequate margin of safety for six common air pollutants (also known as "criteria air pollutants"). The following subsections describe the characteristics, sources, and health and atmospheric effects of criteria air contaminants.

### *Ozone*

Ozone (O<sub>3</sub>) is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO<sub>x</sub> and ROG (also referred to as volatile organic compounds [VOC]).<sup>1</sup> VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO<sub>x</sub> is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide (NO) and NO<sub>2</sub>. NO<sub>x</sub> is formed during the combustion of fuels, while ROG is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, ozone readily combines with multiple different atmosphere components. Consequently, high ozone levels tend to exist only while high VOC and NO<sub>x</sub> levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant. In addition, because ozone requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors. Depending on the level of exposure, ozone can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; and aggravate lung diseases such as asthma, emphysema, and chronic bronchitis (United States Environmental Protection Agency [U.S. EPA] 2022).

### *Carbon Monoxide*

Carbon monoxide (CO) is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (U.S. EPA 2022).

### *Nitrogen Dioxide*

Nitrogen dioxide (NO<sub>2</sub>) is a by-product of fuel combustion. The primary sources are motor vehicles, industrial boilers, and furnaces. The principal form of NO<sub>x</sub> produced by combustion is NO, but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub>, commonly called NO<sub>x</sub>. NO<sub>2</sub> is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract.

---

<sup>1</sup> The California Air Resources Board (CARB) defines VOC and ROG similarly as "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate" with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this report.

Breathing air with a high concentration of NO<sub>2</sub> can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO<sub>2</sub>. NO<sub>2</sub> absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of ozone/smog and acid rain (U.S. EPA 2022).

### *Particulate Matter*

Particulate matter with a diameter of 10 micrometers or less (PM<sub>10</sub>) and particulate matter with a diameter of 2.5 micrometers or less in diameter (PM<sub>2.5</sub>) are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM<sub>10</sub> and PM<sub>2.5</sub> are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM<sub>10</sub> and PM<sub>2.5</sub> can be very different. PM<sub>10</sub> is generally associated with dust mobilized by wind and vehicles. In contrast, PM<sub>2.5</sub> is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>10</sub> can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, and surface soiling. For PM<sub>2.5</sub>, short-term exposures (up to 24 hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (California Air Resources Board [CARB] 2022a).

### *Sulfur Dioxide*

Sulfur dioxide (SO<sub>2</sub>) is included in a group of highly reactive gases known as sulfur oxides (SO<sub>x</sub>). The largest sources of SO<sub>2</sub> emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO<sub>2</sub> emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO<sub>2</sub> can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO<sub>2</sub> (U.S. EPA 2022).

### *Lead*

Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial. However, due to the U.S. EPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred before 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (U.S. EPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of lead emissions. The highest lead level in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead can adversely affect the nervous system, kidney function,

immune system, reproductive and developmental systems, and cardiovascular system, depending on exposure. Lead exposure also affects the oxygen-carrying capacity of blood. The lead effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to lead exposures, contributing to behavioral problems, learning deficits, and lowered intelligence quotient (U.S. EPA 2022).

### *Toxic Air Contaminants*

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micrometer in diameter (about 1/70<sup>th</sup> the diameter of a human hair), and thus, is a subset of PM<sub>2.5</sub>. Because of their extremely small size, TACs can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (California Air Resources Board [CARB] 2022c). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health issues (U.S. EPA 2020).

### **DIESEL PARTICULATE MATTER**

Fine particulates are generally associated with combustion processes and form in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>10</sub> (particulate matter measuring no more than 10 microns in diameter) is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and it is directly emitted into the atmosphere through these processes. Chemical reactions in the atmosphere also create PM<sub>10</sub>. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an adsorbed toxic substance.

Diesel engine fuel combustion forms an important fraction of the particulate matter emission inventory, as particulates in diesel emissions are very small and readily respirable. The particles have hundreds of chemicals absorbed onto their surfaces, including many known or suspected mutagens and carcinogens. The Office of Environmental Health Hazard Assessment (OEHHA) reviewed and evaluated the potential for diesel exhaust to affect human health, and the associated scientific uncertainties (CARB 1998). Based on the available scientific evidence, it was determined that a level of diesel PM exposure, below which no carcinogenic effects are anticipated, has not been identified. The Scientific Review Panel that approved the OEHHA report determined that, based on studies to date,  $3 \times 10^{-4}$  micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) is a reasonable estimate of the unit risk for diesel PM. This means that a person exposed to a diesel PM concentration of  $1 \mu\text{g}/\text{m}^3$  continuously over

the course of a lifetime has a 3 in 10,000 chance (or 300 in one million chance) of contracting cancer due to this exposure. Based on an estimated year 2000 statewide average concentration of  $1.26 \mu\text{g}/\text{m}^3$  for indoor and outdoor ambient air, about 380 excess cancers per one million population could be expected if diesel PM concentrations remained the same (California Environmental Protection Agency, CARB 2000). Therefore, these particulate emissions have been determined by CARB to be a TAC.

Diesel PM emissions are estimated to be responsible for about 70 percent of the total ambient air toxics risk. In addition to these general risks, diesel PM can also be responsible for elevated localized or near-source exposures ("hot-spots"). Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 per million or more (California Environmental Protection Agency, CARB 2000).

CARB staff have conducted risk characterization scenarios to determine the potential excess cancer risks involved when individuals are near various sources of diesel engine emissions, ranging from school buses to high volume freeways. The purpose of the risk characterization was to estimate, through air dispersion modeling, the cancer risk associated with typical diesel-fueled engine or vehicle activities based on modeled PM concentration at the point of maximum impact. The study included various sources of diesel PM emissions, including idling school buses, truck stops, low- and high-volume freeways, and other sources. High-volume freeways (20,000 trucks per day) were estimated to cause 800 to 1,700 per million potential excess cases of cancers, while low-volume freeways (2,000 trucks per day) were estimated to cause about 100 to 200 per million potential excess cases of cancers (California Environmental Protection Agency, CARB 2000).

#### OTHER MOBILE SOURCE CONTAMINANTS

Besides DPM, several other pollutants that are a public health concern are emitted by vehicle exhausts. The U.S. EPA has identified six pollutants of highest priority: DPM, acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene. The latter five pollutants are part of the total organic gases emitted by diesel fueled vehicles. A brief description of each of these chemicals follows:

- **Acrolein** is the simplest unsaturated aldehyde. It is a widely produced substance with a piercing, disagreeable, acrid smell similar to that of burning fat. Acrolein is an unstable toxic substance that can burn the nose and throat and is a severe pulmonary irritant. It is a flammable and poisonous substance prepared industrially by the oxidation of propene. Small amounts of acrolein are formed and enter the air when trees, tobacco, other plants, gasoline, and oil are burned.
- **Acetaldehyde**, sometimes known as ethanol, is an organic chemical compound used as an intermediate in the production of acetic acid, certain esters, and a number of other chemicals. It is a flammable liquid with a fruity smell. Acetaldehyde is a toxic when applied externally for prolonged periods, an irritant, and a probable carcinogen.
- **Formaldehyde** is an organic chemical compound containing a terminal carbonyl group. It is produced in the atmosphere by the action of sunlight and oxygen on atmospheric methane and other hydrocarbons, becoming a part of smog. Additionally, formaldehyde is an intermediate in the oxidation (or combustion) of methane as well as other carbon compounds including automobile exhaust. Formaldehyde is a flammable substance that can be toxic, allergenic, and carcinogenic. It is naturally made in small amounts in human bodies and is found in small amounts in household sources, such as fiberglass, carpets, permanent press fabrics, paper products, and some household cleaners.

- **Benzene**, or benzol, is an organic chemical compound and a known carcinogen. It is a colorless and highly flammable liquid with a sweet smell and a relatively high melting point. Benzene is an important industrial solvent and precursor in the production of drugs, plastics, synthetic rubber, and dyes. Benzene is a natural constituent of crude oil and may be synthesized from other compounds present in petroleum. It is found in gasoline and cigarette smoke. Natural sources of benzene include emissions from volcanoes and forest fires.
- **1,3-Butadiene** is an important industrial chemical used in the production of synthetic rubber (about 75 percent of manufactured 1,3-butadiene), which is then used primarily in the production of automobile tires. It is a colorless gas with a mild gasoline-like odor. Gasoline contains small amounts that are exhausted into the air after the combustion process. It is a carcinogen, highly irritative, and flammable.

### **c. Sensitive Receptors**

There is a strong connection between health risk and the proximity of the source of air pollution. Local jurisdictions are responsible for determining land use compatibility for sensitive receptors. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following population groups that are most likely affected by air pollution: children less than 14 years of age, adults over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Land uses where these population groups are likely to spend a substantial amount of time are considered sensitive receptors. Sensitive receptors are located throughout Huntington Park and the development facilitated by the proposed project would site new sensitive receptors in the City. According to SCAQMD, land uses with sensitive receptors include the following (South Coast Air Quality Management District [SCAQMD] 2005):

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

### **d. Ambient Air Quality Measurements**

The SCAQMD divides the SCAB into 38 source receptor areas (SRAs), wherein 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station located closest to the proposed project site is the Los Angeles-North Main Street monitoring station at 1630 North Main Street in Los Angeles, which is approximately 5.72 miles north of the City. The North Hollywood station monitors ozone, CO, NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>. Table 4.2-1 indicates the number of days that each of the standards has been exceeded at the Los Angeles-North Main Street station in 2019, 2020, and 2021.

As shown in Table 4.2-1, the federal and State 8-hour ozone standards were exceeded every year from 2019 to 2021, the State worst hour ozone standard was exceeded in 2020 and 2021, and the

federal worst hour ozone standard was exceeded in 2020. In addition, the PM<sub>10</sub> State standard was exceeded every year from 2019 to 2021 and the PM<sub>2.5</sub> federal standard was exceeded each year from 2019 to 2021. No other State or federal standards were exceeded at nearby monitoring stations.

**Table 4.2-1 Ambient Air Quality at the Monitoring Station**

| Pollutant                                                                        | 2019   | 2020   | 2021   |
|----------------------------------------------------------------------------------|--------|--------|--------|
| 8 Hour Ozone (ppm), 8-Hr Maximum <sup>1</sup>                                    | 0.08   | 0.118  | 0.085  |
| Number of Days of State exceedances (>0.070)                                     | 1      | 16     | 1      |
| Number of days of Federal exceedances (>0.070)                                   | 1      | 16     | 1      |
| Ozone (ppm), Worst Hour <sup>1</sup>                                             | 0.093  | 0.185  | 0.099  |
| Number of days of State exceedances (>0.09 ppm)                                  | 0      | 14     | 1      |
| Number of days of Federal exceedances (>0.124 ppm)                               | 0      | 1      | 0      |
| Carbon Monoxide (ppm), Highest 8-Hour Average <sup>1</sup>                       | 2.04   | 2.09   | 1.96   |
| Number of days above CAAQS or NAAQS (>9.0 ppm)                                   |        |        |        |
| Nitrogen Dioxide (ppm) – Worst Hour <sup>1</sup>                                 | 0.0697 | 0.0618 | 0.0778 |
| Number of days of State exceedances (>0.18 ppm)                                  | 0      | 0      | 0      |
| Number of days of Federal exceedances (0.10 ppm)                                 | 0      | 0      | 0      |
| Particulate Matter 10 microns, µg/m <sup>3</sup> , Worst 24 Hours <sup>1</sup>   | 62.4   | 83.7   | 64.0   |
| Number of days above Federal standard (>150 µg/m <sup>3</sup> )                  | 0      | 0      | 0      |
| Number of days of State exceedances (>50 µg/m <sup>3</sup> )                     | 15     | 34     | 14     |
| Particulate Matter <2.5 microns, µg/m <sup>3</sup> , Worst 24 Hours <sup>1</sup> | 43.5   | 175.0  | 61.0   |
| Number of days above Federal standard (>35 µg/m <sup>3</sup> )                   | 1      | 12     | 13     |

Source: CARB 2022c

## 4.2.2 Regulatory Setting

The Federal CAA governs air quality in the United States. In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clear Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by CARB at the State level and by air quality management districts (AQMDs) at the regional and local levels.

Air quality in the SCAB, in which Huntington Park is located, is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies responsible for improving air quality in the SCAB are discussed below.

### a. Federal

#### *U.S. Environmental Protection Agency*

The CAA was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit

public health, welfare, and productivity. In 1971, to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed Ambient Air Quality Standards which represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) have been designated for the following criteria pollutants of primary concern: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb.

The U.S. EPA classifies specific geographic areas as either “attainment” or “non-attainment” areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt enforceable plans, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and harm air quality in downwind states. Table 4.2-2 lists the current federal standards for regulated pollutants.

**Table 4.2-2 Federal and State Ambient Air Quality Standards**

| Pollutant         | Averaging Time  | Federal Primary Standards | California Standard   |
|-------------------|-----------------|---------------------------|-----------------------|
| Ozone             | 1-Hour          | N/A <sup>1</sup>          | 0.09 ppm <sup>2</sup> |
|                   | 8-Hour          | 0.070 ppm                 | 0.070 ppm             |
| Carbon Monoxide   | 8-Hour          | 9.0 ppm                   | 9.0 ppm               |
|                   | 1-Hour          | 35.0 ppm                  | 20.0 ppm              |
| Nitrogen Dioxide  | Annual          | 0.053 ppm                 | 0.030 ppm             |
|                   | 1-Hour          | 0.100 ppm                 | 0.18 ppm              |
| Sulfur Dioxide    | Annual          | 0.03 ppm                  | N/A                   |
|                   | 24-Hour         | 0.14 ppm                  | 0.04 ppm              |
|                   | 1-Hour          | 0.075 ppm                 | 0.25 ppm              |
| PM <sub>10</sub>  | Annual          | N/A                       | 20 µg/m <sup>3</sup>  |
|                   | 24-Hour         | 150 µg/m                  | 50 µg/m               |
| PM <sub>2.5</sub> | Annual          | 12 µg/m                   | 12 µg/m               |
|                   | 24-Hour         | 35 µg/m                   | N/A                   |
| Lead              | 30-Day Average  | N/A                       | 1.5 µg/m              |
|                   | 3-Month Average | 0.15 µg/m                 | N/A                   |

<sup>1</sup> N/A: Not applicable because no standard is currently established for California

<sup>2</sup> ppm = parts per million

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

Source: CARB 2016

## b. State

### *California Clean Air Act*

The CCAA was enacted in 1988 (California Health & Safety Code (H&SC) Section 39000 et seq.). Under the CCAA, the State has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. Table 4.2-2 lists the current State standards for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the CCAA classifies specific geographic areas as either “attainment” or “non-attainment” areas for each pollutant, based on the comparison of measured data within the CAAQS.



California is divided geographically into 15 air basins for managing the air resources of the State on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a non-attainment area for that pollutant. Under the federal and State Clean Air Acts, once a non-attainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas. SCAB is designated a non-attainment area for the state one-hour and eight-hour ozone standards, the State PM<sub>10</sub> standards, and the State annual PM<sub>2.5</sub> standard. SCAB is classified as in attainment (or unclassifiable/attainment) for all other State and federal standards.

### *California Code of Regulations*

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards. State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics “Hot Spots” program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

### **DIESEL RISK REDUCTION PROGRAM**

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved the State into the risk management phase of the program. CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and the Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled

Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

### *State Implementation Plan*

The State Implementation Plan (SIP) is a collection of documents that set forth the State's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, State regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under State law. Local air quality management districts and other agencies, such as the California Department of Pesticide Regulation and the California Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards the SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The items included in the California SIP are listed in 40 CFR 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the portion of the SCAB within its jurisdiction. The air quality management district for each region adopts rules, regulations, and programs to attain federal and State air quality standards and appropriates money (including permit fees) to achieve these standards. In addition, the following CCR sections would be applicable to the project:

- **Engine Idling.** In accordance with Section 2485 of CCR Title 13, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of CCR Title 17, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

### **c. Regional**

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs that serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most significant air quality challenge in the Air Basin is to reduce NO<sub>x</sub> emissions to meet the 2037 ozone standard deadline for the non-Coachella Valley portion of the South Coast Air Basin, as NO<sub>x</sub> plays a critical role in the creation of ozone. The 2022 SCAQMD AQMP includes strategies to ensure the SCAQMD does its part to further the district's ability to meet the 2015 federal ozone standards. The district would need to reduce emissions of NO<sub>x</sub> by 67 percent beyond what is required by the adopted rules and regulations in 2037 to meet the 2015 federal ozone standard (SCAQMD 2022a). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CAA measures to meet the 8-hour ozone standard. Since NO<sub>x</sub> emissions also lead to the formation of PM<sub>2.5</sub>, the NO<sub>x</sub> reductions

needed to meet the ozone standards will likewise lead to improvement of PM<sub>2.5</sub> levels and attainment of annual PM<sub>2.5</sub> standards (SCAQMD 2017).<sup>2</sup>

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. The majority of these emissions are from heavy-duty trucks, ships, and other State and federally-regulated mobile source emissions the majority of which are beyond SCAQMD's control. The SCAQMD has limited control over truck emissions with rules such as Rule 1196. The 2022 AQMP is composed of stationary and mobile source emission reductions including traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (e.g., aircraft, locomotives, and ocean-going vessels). These strategies are to be implemented in partnership with the CARB and U.S. EPA. The district will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. Of the needed NO<sub>x</sub> emissions reductions, 46 percent will come from federal actions, 34 percent from CARB actions, and 20 percent will come directly from SCAQMD actions (SCAQMD 2022a).

The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (Connect SoCal) (SCAG 2020). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with measures prepared by SCAG (SCAQMD 2022a). Connect SoCal and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on SCAG's Connect SoCal.

The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on SCAG's Connect SoCal. The region is projected to see a 12 percent growth in population, 17 percent growth in housing units, 11 percent growth in employment, and 5 percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, State, and federal levels (SCAQMD 2022a). Project-level significance thresholds established by local air quality management district's set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of the NAAQS and/or CAAQS. Therefore, if a project's air pollutant emissions exceed the NAAQS and/or CAAQS, the proposed project could cause or contribute to human health impacts.

---

<sup>2</sup> Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2022 AQMP for detailed discussion).

### *SCAQMD Air Quality Guidance Documents*

The SCAQMD published the CEQA Air Quality Handbook (approved by the SCAQMD's Governing Board in 1993) to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts (SCAQMD 1993). The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the CEQA Air Quality Handbook with the Air Quality Analysis Guidance Handbook. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website (SCAQMD 2022b).

The SCAQMD has also adopted land use planning guidelines in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which considers impacts to sensitive receptors from facilities that emit TAC emissions (SCAQMD 2005). SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMDs guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the Final Localized Significance Threshold Methodology for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction or operation of a project (SCAQMD 2008). The SCAQMD adopted additional guidance regarding PM<sub>2.5</sub> emissions in a document called Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds (SCAQMD 2006). The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and Final Localized Significance Threshold Methodology.

### *SCAQMD Rules and Regulations*

SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects. Rules and regulations relevant to the proposed project include the following:

- **Rule 401 – Visible Emissions.** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. Implementation of PDF AQ-1, as detailed in Section 4.2.3, *Impact Analysis*, would reduce visible emissions during project construction.
- **Rule 402 – Nuisance.** This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank. This rule has specific requirements for facility equipment and operation, such as operating signs, daily maintenance inspection protocol, and periodic compliance inspection protocol.
- **Rule 403 – Fugitive Dust.** This rule pertains to any activity or human-made condition capable of generating fugitive dust. The rule has best available control measures that are applicable to all construction activity sources. New construction would be required to comply with all provisions of Rule 403 as detailed in Section 4.2.3, *Impact Analysis*, under PDF AQ-1.

- **Rule 1113 – Architectural Coatings.** This rule limits the content of VOC in architectural coatings that are supplied, sold, offered for sale, and manufactured within SCAQMD’s jurisdiction. Effective January 1, 2019, all building envelope coatings were limited to a VOC content of 50 grams per liter.
- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities.** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- **Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines.** This rule applies to stationary compression ignition engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

#### **d. Local**

##### *City of Huntington Park General Plan*

Huntington Park’s General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several air quality and emissions goals, policies, and actions as part of the Open Space and Conservation Element. The following goals, policies, and actions are applicable to the proposed project (Huntington Park 1991):

##### **OPEN SPACE AND CONSERVATION ELEMENT**

The Open Space and Conservation Element describes existing air quality and energy conservation patterns in the City. The Open Space and Conservation Element identifies the goals and policies for reducing air pollution and emissions through land use, transportation, and energy use planning (Huntington Park 1991).

##### *City of Huntington Park General Plan Environmental Justice Element*

The City of Huntington Park General Plan Environmental Justice Element was adopted in November 2022. The Environmental Justice Element contains a comprehensive set of goals and policies aimed at increasing the role and influence of historically marginalized populations and reducing their exposure to environmental and health hazards. The following goal, policies, and programs from the Environmental Justice Element are relevant to air quality (City of Huntington Park 2022):

**Goal 1:** Protect the Huntington Park community from the harmful effects of pollution exposure.

**Policy 1.1:** Reduce Particulate Matter (Diesel PM and PM 2.5) pollution for sensitive land uses by establishing roadway-adjacent pollution mitigation strategies (green walls, vegetative barriers, etc.) in locations where a major local roadway interfaces with a sensitive land use by the year 2024.

Program 1.1.1: Establish vegetative barriers or green wall barriers in the following locations to protect sensitive land uses from pollution impacts by the year 2024: Salt Lake Avenue, Florence Avenue, Randolph Street, Gage Avenue, Miles Avenue.

**Policy 1.2:** Reduce the impacts of particulate matter and toxic release air pollution on sensitive receptors in the city by establishing an Air Filtration Support program that provides funding and support for low-income and disabled residents to install indoor air filtration improvements.

Program 1.2.1: By the end of 2025, the Community Development Department shall establish an Air Filtration Grant as part of the future Safe-at-Home Grant Program, to provide low-income residents with access to in-home HEPA air filters at little-to-no-cost.

**Policy 1.3:** Protect residents from air pollution impacts by raising awareness and providing information to residents about the health consequences of poor air quality and potential strategies for personal adaptation.

Program 1.3.1: Publish daily air quality updates using the Air Quality Index on the City's webpage and highlight days when air quality is notably critical.

Program 1.3.2: By Fall 2023, establish a page on the City's webpage dedicated to the air quality context in Huntington Park, including local resources for adaptation.

**Policy 1.5:** Replace City vehicles with zero or low-emissions vehicles, when feasible, for non-commercial and public safety uses in order to work toward a low-emissions City target by 2030.

Program 1.5.1: Develop a low-emissions fleet vehicle plan by the year 2026, with a goal of reducing City vehicle emissions and identifying funding resources, including State-sponsored funding and other grant initiatives to support this effort.

**Policy 1.6:** Advocate for all local public schools to be retrofitted with MERV-13 filtration to protect students from local air pollution risk by the year 2024.

Program 1.6.1: Regularly coordinate with Los Angeles Unified School District (LAUSD) to ensure that all Huntington Park school classrooms have been retrofitted with MERV-13 air filtration, per LAUSD's 2022 COVID-19 Containment, Response, and Control Plan.

**Policy 1.10:** Reduce air pollution exposure as a result of commercial vehicles and truck routes across the city by designating Truck Prohibited Streets and enforcing truck idling requirements.

Program 1.10.1: The Community Development Department shall perform a detailed analysis of truck routes in the planning area to identify routes abutting residential land uses that can be effectively rerouted. By 2025, develop a Truck Route Ordinance to designate Truck Prohibited Streets and include fines and penalties to enforce restrictions.

Program 1.10.2: Implement California's five-minute truck idling maximum law, which prohibits truck idling for more than five minutes and requires warehouses and distribution facilities to provide adequate on-site truck parking.

Program 1.10.3: By 2025, erect signage in locations in which truck idling commonly occurs, that clearly indicates the prohibition of truck idling beyond five minutes.

**Policy 1.11:** Reduce cumulative air pollution exposure across the city by implementing the policies and programs outlined within the Southeast Los Angeles Community Emissions Reduction Plan adopted on 12/4/2020.

**Policy 1.12:** Locate sensitive uses (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

**Policy 1.17:** Pursue funding through EPA Renovate Right Program to train local residential contractors for certification as lead renovators to promote safe work practices and prevent lead contamination.

Program 1.20.1: Explore the feasibility of requiring contractor training and/or certification for safe work practices to conduct residential renovations for pre-1980s structures that may contain lead paint.

**Policy 1.18:** Encourage the use of ecologically based landscape design principles to support improved air quality by absorbing CO<sub>2</sub>, producing oxygen, and providing shade that reduces energy required for cooling.

Program 1.21.1: As part of the development review process, provide a handout that outlines ecologically based landscape design principles, including the incorporation of parklets, landscaped medians, and landscaping within development.

**Policy 1.21:** Develop and maintain public programs to increase access to at-home pollution exposure remediation for residents of Huntington Park, including lead-based paint inspections and household air purification devices.

### *Southeast Los Angeles Community Emissions Reduction Plan*

The Southeast Los Angeles Community Emissions Reduction Plan (Southeast Los Angeles CERP) is a critical part of implementing AB 617, a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The Southeast Los Angeles CERP outlines goals and actions to reduce air pollution in the Southeast Los Angeles community, including Huntington Park. The air quality priorities addressed in the Southeast Los Angeles CERP include truck traffic and freeways, railyards, rendering facilities, metal processing facilities, green space, and general industrial facilities. The Southeast Los Angeles CERP includes actions, such as developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. The progress of the Southeast Los Angeles CERP is tracked on a yearly basis by SCAQMD (SCAQMD 2020).

### 4.2.3 Impact Analysis

#### a. Thresholds of Significance

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. To determine whether a project would result in a significant impact to air quality, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; and
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

#### *SCAQMD Thresholds*

As stated in the CEQA Guidelines, the significance criteria established by the regional air quality management district or air pollution control district may be relied upon to make significance determinations. The SCAQMD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *SCAQMD CEQA Air Quality Handbook* and supplemental updates (SCAQMD 1993, 2008, and 2019).

#### *Regional Significance Thresholds*

The SCAQMD recommends the use of quantitative regional significance thresholds to evaluate emissions generated by temporary construction activities and long-term project operation in the SCAB, which are shown in Table 4.2-3. Project-level significance thresholds established by local air districts set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or State ambient air quality standard. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project could cause or contribute to the human health impacts described under Section 4.2.1b, *Air Pollutants of Primary Concern*. For example, SCAQMD has set its operational significance threshold for VOCs based in part on the significance level for stationary sources of emissions established by Section 182(e) of the federal CAA. SCAQMD developed its other significance thresholds "based on scientific and factual data that is contained in the federal and state Clean Air Acts" (SCAQMD 1993).

**Table 4.2-3 SCAQMD Regional Significance Thresholds**

| Construction Thresholds                | Operational Thresholds                 |
|----------------------------------------|----------------------------------------|
| 75 pounds per day of ROG               | 55 pounds per day of ROG               |
| 100 pounds per day of NO <sub>x</sub>  | 55 pounds per day of NO <sub>x</sub>   |
| 550 pounds per day of CO               | 550 pounds per day of CO               |
| 150 pounds per day of SO <sub>x</sub>  | 150 pounds per day of SO <sub>x</sub>  |
| 150 pounds per day of PM <sub>10</sub> | 150 pounds per day of PM <sub>10</sub> |
| 55 pounds per day of PM <sub>2.5</sub> | 55 pounds per day of PM <sub>2.5</sub> |
| Source: SCAQMD 2019                    |                                        |



The SCAQMD has also developed Localized Significance Thresholds (LST) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size.

The City is located in SRA 12. SCAQMD sets LST values for construction and operation of projects with lot sizes from less than one acre up to five acres and at a distance of 25 meters to 500 meters (SCAQMD 2008). LSTs only apply to on-site emissions and are not applicable to off-site mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs for future residential development facilitated by the proposed project would apply to construction emissions and on-site operational emissions.

As appropriate, analysis of individual future projects facilitated by the proposed project must address the applicable threshold based on the SRA, size of the project site, and the proximity of sensitive receptors. Table 4.2-4 presents the LST values for construction within 25 meters of sensitive receptors, the most conservative thresholds. Table 4.2-5 presents the LST values for operation within 25 meters of sensitive receptors, the most conservative thresholds.

**Table 4.2-4 SCAQMD LSTs for Construction Within 25 Meters of Sensitive Receptors (SRA-12)**

| Pollutant         | Allowable Construction Emissions (lbs/day) |             |             |
|-------------------|--------------------------------------------|-------------|-------------|
|                   | 1-Acre Site or less                        | 2-Acre Site | 5-Acre Site |
| NO <sub>x</sub>   | 46                                         | 65          | 98          |
| CO                | 231                                        | 346         | 630         |
| PM <sub>10</sub>  | 4                                          | 7           | 13          |
| PM <sub>2.5</sub> | 3                                          | 4           | 7           |

Source: SCAQMD 2009

**Table 4.2-5 SCAQMD LSTs for Operation Within 25 Meters of Sensitive Receptors (SRA-12)**

| Pollutant         | Allowable Operation Emissions (lbs/day) |             |             |
|-------------------|-----------------------------------------|-------------|-------------|
|                   | 1-Acre Site or less                     | 2-Acre Site | 5-Acre Site |
| NO <sub>x</sub>   | 46                                      | 65          | 98          |
| CO                | 231                                     | 346         | 630         |
| PM <sub>10</sub>  | 1                                       | 2           | 4           |
| PM <sub>2.5</sub> | 1                                       | 1           | 2           |

Source: SCAQMD 2009

## TOXIC AIR CONTAMINANTS

The U.S. EPA considers those pollutants that could cause cancer risks between one in 10,000 ( $1.0 \times 10^{-4}$ ) and one in one million ( $1.0 \times 10^{-6}$ ) for risk management. Proposition 65 (California Health and Safety Code Section 25249.6), enacted in 1986, prohibits a person in the course of doing business

from knowingly and intentionally exposing any individual to a chemical that has been listed as known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning. For a chemical that is listed as a carcinogen, the “no significant risk” level under Proposition 65 is defined as the level that is calculated to result in not more than one excess case of cancer in 100,000 individuals ( $1.0 \times 10^{-5}$ ). The SCAQMD recommends the use of this risk level (also reportable as 10 in one million) as the significance threshold for TACs (SCAQMD 2019). The SCAQMD also recommends that the non-carcinogenic hazards of TACs should not exceed a hazard index (the summation of the hazard quotients for all chemicals to which an individual would be exposed) of 1.0 for either chronic or acute effects (SCAQMD 2019).

## **b. Methodology**

The terminology and methodology used to evaluate the significance of potential impacts to air quality are described below. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses SCAQMD’s *CEQA Air Quality Handbook* (1993) as the guidance document for the environmental review of plans and development proposals within its jurisdiction. The City relies upon the expertise of the SCAQMD, uses the *CEQA Air Quality Handbook*, and SCAQMD recommended thresholds of significance as the guidance for the environmental review of plans and development proposals. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used, supplemented by the thresholds identified in current SCAQMD guidance.

Air quality impacts resulting from implementation of the proposed project are assessed at a programmatic level because information on specific future residential development facilitated by the Housing Element and General Plan Update is not known at this time. The SCAQMD *CEQA Air Quality Handbook* states that the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, this EIR analysis broadly examines temporary construction emissions, long-term operational emissions, and localized pollutant concentrations. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by land use, and on-site combustion of natural gas. A best-effort approach to disclose all reasonably foreseeable impacts based on available information is used consistent with the requirements of CEQA.

Operational emissions have been calculated based on forecast growth in the City from existing conditions (2021) through 2029, the life of the proposed project. Interim year calculations have not been conducted because the anticipated timing of land use changes and new development during interim years would be speculative. In general, economic activity tends to vary over the short term with recessions and booms substantially affecting short-term growth. Over the long-term planning horizon, such variations tend to balance out. The City cannot reasonably anticipate whether short-term growth would be linear or sporadic between 2021 and 2029. Given this uncertainty, interim year emissions analyses are unlikely to be a reasonably accurate portrayal of emissions prior to 2029. Furthermore, it is not anticipated that interim year calculations would produce substantially different operational emission estimates or conclusions regarding the significance of such emissions than presented herein. For these reasons, calculating operational emissions for interim year scenarios would not provide the public with any more valuable information than what is presented in this EIR.

### Construction

Construction-related emissions are temporary but may still cause adverse air quality impacts. Construction of development facilitated by the proposed project would generate temporary emissions from three primary sources: the operation of construction vehicles (e.g., scrapers, loaders, dump trucks, etc.); ground disturbance during site preparation and grading, which creates fugitive dust; and the application of asphalt, paint, or other oil-based substances.

At this time, there is not sufficient detail to allow project-level analysis and thus it would be speculative to analyze project-level impacts. Rather, construction impacts for the proposed project are discussed qualitatively and emissions are not compared to the project-level thresholds.

### Operation

Development facilitated by the proposed project would generate mobile source emissions, energy use emissions (natural gas combustion), and area source emissions.

### MOBILE SOURCES

Mobile source emissions are generated by the increase in vehicle trips throughout the City associated with development facilitated by the proposed project. Mobile source emissions were estimated using VMT data prepared by Translutions, Inc and mobile emissions rates from CalEEMod. As shown Table 4.2-6, development facilitated by the proposed project would gradually increase vehicle trips and VMT. However, VMT per service population would decrease due to reduced trip lengths.

**Table 4.2-6 Vehicle Activity Data for the Housing Element and General Plan Update**

| Activity                                | Existing (2020) | Future + Project (2040) |
|-----------------------------------------|-----------------|-------------------------|
| Total Vehicle Trips                     | 120,315         | 130,404                 |
| Total VMT                               | 1,099,804       | 1,174,656               |
| Total VMT per service population        | 9.14            | 9.01                    |
| VMT = Vehicle Miles Traveled            |                 |                         |
| <sup>1</sup> Quantities include trucks. |                 |                         |
| Source: Translutions, Inc 2023          |                 |                         |

### ENERGY SOURCES

Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on U.S. EPA's AP-42 (*Compilation of Air Pollutant Emissions Factors*) and California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009). Development facilitated by the proposed project would be served by Southern California Edison (SCE).

The default electricity consumption values in CalEEMod version 2022.1 include the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod currently incorporates California's 2019 Title 24 building energy efficiency standards. As the proposed project is for the years 2021-2029, projects approved subsequent to December 2022 would be subject to at least 2022 Title 24 standards.

## AREA SOURCES

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (California Air Pollution Control Officers Association [CAPCOA] 2022).

## c. Project Impacts and Mitigation Measures

|                                                                                                  |
|--------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Conflict with or obstruct implementation of the applicable air quality plan? |
|--------------------------------------------------------------------------------------------------|

**Impact AQ-1 THE HOUSING ELEMENT AND GENERAL PLAN UPDATE WOULD NOT CONFLICT WITH THE GROWTH ASSUMPTIONS OR POLICIES OF APPLICABLE AIR QUALITY PLANS SUCH AS SCAQMD'S 2022 AIR QUALITY MANAGEMENT PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed in Section 4.2.2c, *Regional Regulatory Setting*, the SCAB is designated a non-attainment area for the federal and state one-hour and eight-hour ozone standards, the State PM<sub>10</sub> standards, and the federal and State annual PM<sub>2.5</sub> standard. The SCAQMD adopted its latest AQMP, the 2022 AQMP, on December 2, 2022.

A project may be inconsistent with the AQMP if it would generate substantial population, housing, or employment growth that exceeds forecasts used in the development of the AQMP or if the project is inconsistent with applicable AQMP control measures. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local general plans and the SCAG 2020-2045 RTP/SCS socioeconomic forecast projections for regional population, housing, and employment growth.

### *Consistency with AQMP Growth Forecasts*

Consistent with State housing element law, the purpose of the proposed project is to accommodate the development of adequate housing to meet housing needs associated with the most recent SCAG forecasts of regional growth. Development facilitated by the proposed project could add an estimated up to 2,668 additional residential units in the City by the year 2029 (see Section 2, Project Description). This additional housing would lead to an increase of approximately 10,646 residents in the City from 2021 to 2029. As discussed in Section 4.12, *Population and Housing*, although development facilitated by the proposed project could exceed the SCAG regional population projection, the 2021-2029 Housing Element Growth anticipated is intended in part to meet regional housing needs over the long term, as it includes state mandated housing goals. The proposed project would be consistent with State requirements for the RHNA. Although the Housing Element would facilitate development beyond what is forecast in SCAG's Connect SoCal 2020 Plan, it would bring the forecasts for the City's General Plan and the RTP/SCS into consistency since the RTP/SCS will be updated in the next cycle to reflect new forecasts for each city in the region. Therefore, although the proposed project would result in the development of 2,668 additional housing units, this increase in housing is consistent with SCAG forecasts of regional growth and the Housing Element would not conflict with the growth assumptions used in the development of the AQMP.<sup>3</sup>

### *Consistency with AQMP Control Measures*

Consistency with the 2022 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order

---

<sup>3</sup> The 2020-2045 RTP/SCS forecasts population for Huntington Park will increase to 64,000 persons and 16,500 households in 2045.

to meet federal and State air quality standards. One of the most important methods the AQMP relies on to achieve its goals is the use of Transportation Control Measures (TCM). TCMs are defined in the 2022 AQMP as “any control measure to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. TCMs can include encouraging the use of carpools and mass transit. Under federal law, this includes, but is not limited to those measures listed in CAA Section 108(f).” The TCMs included in the 2022 AQMP are described in SCAG’s Final 2020 RTP/SCS and 2021 Federal Transportation Improvement Program (FTIP). The TCM identified for Huntington Park includes new signal poles, conduit, wiring, controller cabinets, and video detection. The locations include Slauson Avenue at Alameda Street, Slauson Avenue at Santa Fe Avenue, Slauson Avenue at Miles Avenue/Soto Street, Slauson Avenue at Boyle Avenue/State Street, and Slauson Avenue at Downey Road/Malburg Way (LAOG1669). The completion date for this TCM is February 1, 2023. The proposed project would not conflict with implementation of TCMs from the AQMP, or otherwise lessen emissions reductions associated with these measures.

The proposed project would help reduce reliance on the automobile and increase use of alternative transportation modes. By increasing the overall population density of the community and encouraging mixed land uses, implementation of the proposed project would largely reduce per capita automobile trips and travel distances as compared to existing conditions or lower density development more widely distributed throughout the City. This would generally reduce per capita air pollutant emissions associated with vehicle use.

As the proposed project would not conflict with the implementation of TCMs from the AQMP and would include policies to further reduce air pollutant emissions through promoting affordable and multi-family housing, the proposed project would be consistent with the AQMP control measures. Impacts would be less than significant.

### **Mitigation Measures**

Impacts would be less than significant and no mitigation would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact AQ-2** WITHOUT MITIGATION CONSTRUCTION ACTIVITIES AND OPERATION OF DEVELOPMENT FACILITATED BY THE HOUSING ELEMENT AND GENERAL PLAN UPDATE COULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE REGION IS NON-ATTAINMENT AREA. IMPLEMENTATION OF MITIGATION MEASURES AQ-1 AND AQ-2 WOULD REQUIRE AIR QUALITY STUDIES AND PROJECT-SPECIFIC EMISSIONS REDUCTION MEASURES FOR FUTURE DEVELOPMENT PROJECTS FACILITATED BY THE HOUSING ELEMENT AND GENERAL PLAN UPDATE. CONSTRUCTION AND OPERATIONAL IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE DESPITE THE IMPLEMENTATION OF FEASIBLE MITIGATION MEASURES.

---

### *Construction*

The proposed project would involve activities that result in air pollutant emissions. Specifically, construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions generated by construction equipment, particularly VOCs and NO<sub>x</sub>, would depend on the quantity of equipment used and the hours of operation for each project. The extent of PM<sub>2.5</sub> and PM<sub>10</sub> emissions would depend upon the following factors: 1) the number of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials off site is necessary. Dust emissions can lead to both nuisance and health impacts.

As discussed in Section 4.2.3a, *Thresholds of Significance*, the SCAQMD has not established plan-level significance thresholds for construction air pollutant emissions. Given the programmatic nature of the proposed project, sufficient detail (e.g., construction schedule, amount of soil export, specific buildout parameters) of the development facilitated by the proposed project is not available to perform project-level analysis and thus it would be speculative to analyze project-level impacts. Therefore, a more qualitative approach to characterizing construction-related air emissions has been employed for this analysis.

Air quality emissions related to construction must be addressed on a project-by-project basis. Future development facilitated by the proposed project would be subject to compliance with applicable SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings). Specifically, Rule 403 requires the use of best available control measures for all construction activities to reduce fugitive dust emissions. The major construction elements addressed by Rule 403 include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. Rule 403 compliance by individual property owners, developers, and/or contractors would reduce temporary construction-related air pollutant emissions of fugitive dust. In addition, Rule 1113 limits the VOC content of architectural coatings to minimize VOC emissions from the off-gassing of exterior and interior paints. Construction of development facilitated by the proposed project could temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution concentrations or air quality nuisances, resulting in a potentially significant impact.

## Operational

The greatest source of criteria pollutants in Huntington Park is and will continue to be from transportation sources, specifically mobile emissions from roadway vehicle volumes. In addition, natural gas usage and area sources (e.g., landscaping and other mechanical equipment) also contribute to criteria air pollutant emissions in Huntington Park. The proposed project would help reduce air pollutant emissions through promoting transportation and land use design factors, such as intensification and reuse of already developed lands in proximity to transit and commercial areas, which would result in VMT reductions.

As discussed in Chapter 2, *Project Description*, the City's housing goal is to ensure that sufficient capacity exists in the proposed project to accommodate the RHNA with a buffer (2,668 housing units) throughout the eight-year planning period. Table 4.2-7 shows the estimated average daily operational emissions associated with the residential development facilitated under proposed project.

**Table 4.2-7 Operational Emissions under the Housing Element and General Plan Update**

| Scenario                                      | Daily Emissions (Pounds/Day) |                 |            |                 |                  |                   |
|-----------------------------------------------|------------------------------|-----------------|------------|-----------------|------------------|-------------------|
|                                               | VOC                          | NO <sub>x</sub> | CO         | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Mobile Sources                                | 1                            | 1               | 9          | <0.1            | 1                | <0.1              |
| Area Sources                                  | 787                          | 57              | 1,508      | 3               | 191              | 187               |
| Energy Sources                                | 1                            | 7               | 3          | <0.1            | 1                | 1                 |
| <b>Total</b>                                  | 789                          | 65              | 1,520      | 4               | 193              | 188               |
| <i>SCAQMD Regional Significance Threshold</i> | 55                           | 55              | 550        | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b>                    | <b>Yes</b>                   | <b>Yes</b>      | <b>Yes</b> | <b>No</b>       | <b>Yes</b>       | <b>Yes</b>        |

Source: See Appendix D for CalEEMod outputs.

As shown in Table 4.2-7, the build out of the RHNA accommodated under the proposed project would generate criteria pollutants that exceed the SCAQMD operational daily emission thresholds. Therefore, operational air quality emissions associated with development facilitated by the proposed project would be potentially significant.

## Mitigation Measures

The following mitigation measures would address construction and operational emissions associated with future development projects facilitated by the proposed project.

### AQ-1 Construction Emissions Reduction

The City shall retain a qualified air quality analyst to prepare an Air Quality Impact Analysis to analyze construction emissions for individual development projects facilitated by the proposed project. The air quality analysis shall demonstrate that proposed project construction emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but is not limited to, the following mitigations:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper conditions prior to operation.
- Off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NO<sub>x</sub> and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the onsite air quality construction mitigation manager that the use of such devices is not practical for specific engine types.
- All construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Consistent with SCAQMD Rule 403, construction contractors shall identify and implement best available dust control measures during active construction operations capable of generating dust.
- Post a publicly visible sign with the telephone number and person to contact at the City of Huntington Park regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCAQMD's number shall also be visible to ensure compliance with applicable regulations.

#### *AQ-2 Operations Emissions Reduction*

Future applicants at the opportunity sites shall retain a qualified air quality analyst to prepare an Air Quality Impact Analysis to analyze operational emissions for individual development projects facilitated by the proposed project. The air quality analysis shall demonstrate that proposed project operational emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but is not limited to, the following mitigation:

- Implementation of a Transportation Demand Management Plan.
  - Installation of additional electric vehicle charging stations
  - Public infrastructure improvements (e.g., bus stop shelter improvements)
  - Carpool or ridesharing programs
  - Subsidized transit costs



- Unbundled parking costs
- Bicycle amenities (storage, showers, lockers, etc.)
- Use of all-electric appliances (i.e., elimination of natural gas service)
- Use solar or low emission water heaters that exceed Title 24 requirements
- Increased walls and attic insulation beyond Title 24 requirements
- Required use of electric lawnmowers, leaf-blowers, and chainsaws

### Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would reduce fugitive dust and exhaust emissions from construction activities. Actions include watering on site, sweeping roads and public streets daily, reducing vehicle speed on unpaved roads to limit the amount of soil and dust disturbed, reducing construction equipment idling, and finely tuning and maintaining equipment. However, as exact details of future project-specific construction activities under the proposed project are unknown at this stage of planning, construction emissions could still violate an air quality standard or contribute substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions. Therefore, construction emissions would remain significant and unavoidable.

Implementation of Mitigation Measure AQ-2 would reduce operational emissions and require an analysis of operational emissions for individual development projects facilitated by the proposed project. Mitigation Measure AQ-2 includes implementation of transportation demand management plan, use of all-electric appliances' use of solar or low emissions water heaters, and required use of electric lawnmowers, leaf-blowers, and chainsaws. However, as exact details of future project-specific operational activities under the proposed project are unknown at this stage of planning, operational emissions could still violate an air quality standard or contribute substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions. Therefore, operational emissions would remain significant and unavoidable.

|                                                                                         |
|-----------------------------------------------------------------------------------------|
| <b>Threshold 3:</b> Expose sensitive receptors to substantial pollutant concentrations? |
|-----------------------------------------------------------------------------------------|

**Impact AQ-3 CONSTRUCTION ACTIVITIES FOR PROJECTS LASTING LONGER THAN TWO MONTHS OR LOCATED WITHIN 1,000 FEET OF SENSITIVE RECEPTORS COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. OPERATION OF DEVELOPMENT FACILITATED BY THE HOUSING ELEMENT AND GENERAL PLAN UPDATE WOULD NOT EXPOSE SENSITIVE RECEPTORS TO OPERATIONAL SOURCES OF TOXIC AIR CONTAMINANTS. IMPACTS FROM CONSTRUCTION WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION. IMPACTS FROM OPERATION WOULD BE LESS THAN SIGNIFICANT. IMPACTS FROM CARBON MONOXIDE HOTSPOTS WOULD BE LESS THAN SIGNIFICANT. CONSTRUCTION AND OPERATION LSTs WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

### *Localized Significance Thresholds*

Implementation of the proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating those levels. Localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects. LSTs are the number of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) would exceed the AAQS for criteria air pollutants for which the SCAB is in nonattainment.

## **CONSTRUCTION LSTs**

The buildout of the proposed project would occur over approximately 8 years or longer via several smaller projects, each with its own construction period and equipment. Because an LST analysis can only be conducted at a project level, quantification of LSTs is not applicable for the program-level environmental analysis of the proposed project. Because potential development could occur close to existing sensitive receptors, future development projects that would be facilitated by the proposed project have the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a potentially significant impact.

## **OPERATION LSTs**

The type of land uses that could generate substantial amounts of stationary source emissions include industrial land uses, which would not be facilitated by the proposed project. The proposed project includes the development of 2,668 residential units, which are not expected to generate substantial amounts of stationary source emissions. However, because an LST analysis can only be conducted at a project level, quantification of LSTs is not applicable for the program-level environmental analysis of the proposed project. Therefore, localized operation-related air quality impacts associated with implementation of the proposed project would result in a potentially significant impact.

### *Carbon Monoxide Hotspots*

A CO hotspot is a localized concentration of carbon monoxide that is above a carbon monoxide ambient air quality standard; elevated CO levels can occur at roadway intersections that experience high traffic volumes and severe vehicle congestion. Historically, mobile source-related CO concentrations at high-volume (e.g., congested) intersections have been linked to health concerns according to U.S. EPA and SCAQMD.

CO attainment was demonstrated in the 2003 SCAQMD AQMP and the region has remained in attainment of CO standards ever since. According to the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB 2004). With cleaner technologies, automobile emissions of CO have steadily declined over the years.

A detailed carbon monoxide analysis was conducted during the preparation of SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB, those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue in Los Angeles and near the I-405 Freeway. The concentration of CO at this intersection was 4.6 ppm, which is well below the state and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day (SCAQMD 2003). The 2003 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day (Los Angeles 2016).

Based on traffic volumes provided by Translutions, Inc, the highest volume intersection is East Florence Avenue between Salt Lake Avenue and California Avenue with a future ADT estimated to be 73,176 (Translutions, Inc 2023). The City does not have any intersections that would foreseeably

experience daily volumes exceeding 400,000 vehicles per day. Therefore, development facilitated by the proposed project would not have potential to contribute to localized CO concentrations at intersections that exceed state CO standards.

### *Toxic Air Contaminants*

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

## **CONSTRUCTION**

Development facilitated by the proposed project would result in DPM exhaust emissions from off-road, heavy-duty diesel equipment associated with site preparation (e.g., excavation, grading, clearing), building construction, and other miscellaneous construction activities. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential non-cancer<sup>4</sup> health impacts (CARB 2022b).

Generation of DPM from construction typically occurs in a single area for a short period. Construction of development facilitated by the proposed project would occur over a period of many years, but use of diesel-powered construction equipment in any one area would likely occur for no more than a few years for an individual project and would cease when construction is completed in that area. It is impossible to quantify risk without identifying specific project details and locations.

The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the development (OEHHA 2015).

Future development facilitated by the proposed project would be required to be consistent with the applicable 2022 SCAQMD AQMP or most recent version, SCAQMD regulatory requirements and control strategies, and the CARB In-Use Off-Road Diesel Vehicle Regulation, which are intended to reduce emissions from construction equipment and activities. Additionally, development facilitated by the proposed project would be required to comply with Mitigation Measure AQ-1 requiring implementation of construction emission measures which would reduce construction-related TACs. According to the OEHHA, construction of individual projects lasting longer than two months and placed within 1,000 feet of sensitive receptors could potentially expose nearby sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant risk impacts. These future projects could exceed SCAQMD's thresholds of an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index

---

<sup>4</sup> Non-cancer risks include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function (CARB 2021a).

(Chronic or Acute). Therefore, construction impacts from TAC emissions would be potentially significant.

## **OPERATION**

Residential land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed residential land uses would be below thresholds warranting further study under the California Accidental Release Program. Because development facilitated by the proposed project would not include substantial TAC sources and is consistent with CARB and SCAQMD guidelines, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Impacts would be less than significant.

## **Mitigation Measures**

### *AQ-3 Conduct Construction Health Risk Assessment*

The City shall require a construction health risk assessment (HRA) for future development projects that have the following three characteristics:

- The project is located within 1,000 feet of sensitive receptors.
- Project construction would last longer than two months.
- Project construction would not utilize equipment rated U.S. EPA Tier 4 (for equipment of 50 horsepower or more); construction equipment fitted with Level 3 Diesel Particulate Filters (or equivalent) for all equipment of 50 horsepower or more; or implement the use of alternative fuel construction equipment.

The construction HRA shall determine potential risk and compare the risk to the following SCAQMD thresholds:

- Increased cancer risk of > 10.0 in a million;
- Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute); or
- Ambient PM<sub>2.5</sub> increase of > 0.3 µg/m<sup>3</sup> annual average.

If risk exceeds the thresholds, the project applicant and/or construction contractor shall incorporate measures such as requiring the use of Tier 4 engines, Level 3 Diesel Particulate Filters, and/or alternative fuel construction equipment to reduce the risk to appropriate levels. The project applicant shall provide the construction HRA to the City for review and concurrence prior to project approval.

## **Significance After Mitigation**

Implementation of Mitigation Measure AQ-3 would mitigate potential construction-related TACs exposure impacts to a less than significant level. However, as exact details of future project-specific construction and operation under the proposed project are unknown at this stage of planning and a LST analysis cannot be performed at this stage of planning, construction and operational emissions could expose sensitive receptors to substantial concentrations of criteria air pollutant emissions under the construction and operation LSTs. Therefore, impacts would remain significant and unavoidable.

|                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 4</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact AQ-4 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD NOT GENERATE ODORS ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402, *Nuisance*. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, development facilitated by the Housing Element would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. Development facilitated by the proposed project would not include these uses as the proposed project entails residential uses that do not typically emit odors. Solid waste generated by the proposed residential uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

## **4.2.4 Cumulative Impacts**

As discussed in the *Environmental Setting*, the SCAB is named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB encompasses all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in SCAB for regional air quality impacts, as well as housing development accommodated under the proposed project for localized air quality impacts.

### **Conflict with Applicable Air Quality Plan**

The proposed project does not encourage or promote growth beyond the SCAG forecasts of regional growth; therefore, the proposed project would not conflict with the growth assumptions used in the development of the AQMP. The proposed project would include policies that help reduce air pollutant emissions through promoting transportation and land use design factors, such as intensification and reuse of already developed lands in proximity to transit and commercial areas, which would result in VMT reductions and would not conflict with implementation of TCM from the AQMP. Similar to direct air quality impacts, cumulative air quality impacts would be less than significant.

## **National and State Air Quality Standards**

In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the proposed project, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. The cumulative context for consideration of most air quality impacts is the SCAB. The context for localized significance thresholds is within 1,500 feet of the project site per SCAQMD LST guidance, as health risks generally decrease by about 90 percent at 1,500 feet from the emission source (SCAQMD 2017).

As discussed under Impact AQ-2, construction activities and operation of development facilitated by the proposed project could result in significant impacts related to criteria emissions. Without a specific construction schedule, timing and emission levels cannot be accurately estimated; it is possible that multiple construction projects would occur concurrently and immediately adjacent to one another and thereby result in cumulative construction and operational emissions that exceed SCAQMD thresholds. Therefore, reasonably expected construction and operation from the proposed project has the potential to be cumulatively considerable. However, implementation of Mitigation Measures AQ-1 and AQ-2 would reduce emissions generated by various construction activities, including equipment operation, truck trips, and painting and operational sources including vehicle use, natural gas use, and other area sources. Furthermore, development facilitated by the proposed project would include development that is substantially similar to existing residential projects and continued enforcement of existing regulations would reduce potential for multiple adjacent development projects to contribute to deterioration of air quality. Since exact details of future project-specific construction and operation under the proposed project are unknown at this stage of planning, impacts would be cumulatively considerable.

## **Toxic Air Contaminants**

As identified under Impact AQ-3, development facilitated by the proposed project would not have a significant impact from TACs with implementation of Mitigation Measure AQ-3. Discussion of these impacts considers the cumulative nature of the pollutants in the region. In other words, the cancer risk and non-cancer risk thresholds have been set per existing cancer risks in the area and exceeding those thresholds would be considered a significant cumulative impact. As implementation of the proposed project would not exceed those thresholds, it would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from TACs. Therefore, the proposed project would not result in a considerable contribution to cumulative impacts related to toxic air contaminants.

## **Odors**

Cumulative projects could result in significant odor impacts. As identified under Impact AQ-4, development facilitated by the Housing Element and General Plan Update would not have a significant impact from odor emissions. Construction emissions would disperse rapidly with distance, and therefore construction projects near one another would not result in combined odors above those analyzed. In addition, development facilitated by the proposed project would not contain uses known to result in objectionable odors and therefore cumulative odor impacts from development facilitated by the proposed project would not result in a cumulatively considerable increase in odors. Therefore, the proposed project would not result in a considerable contribution to cumulative odor impacts.

## 4.3 Biological Resources

---

This section assesses potential impacts to biological resources. The urbanized environment in the City limits the number of biological resources that are present and those that may be affected by the proposed project.

A formal Biological Resources Assessment (“BRA” or “assessment”) was prepared by Rincon Consultants, Inc. February 2023 in support of the City and the Draft 2021-2029 Housing Element and General Plan Update. The Biological Study Area (“BSA” or “Study Area”) described in the BRA, consists of all land within the limits of the City plus a 500-foot buffer. The formal BRA is included in this EA as Appendix E.

### 4.3.1 Environmental Setting

The City of Huntington Park is located in south central Los Angeles County, approximately six (6) miles south of downtown Los Angeles, 18 miles inland from the Pacific Ocean, and 1.9 miles west of the Los Angeles River. Huntington Park lies entirely within Township 2 South, Range 13 West, Section 11 San Bernardino Principal Meridian of the United States (U.S.) Geological Survey’s (USGS’) California 7.5-minute topographic quadrangle. The proposed project is bound by the city of Vernon and the City of Los Angeles to the north, the City of Bell to the east, the City of South Gate to the south, and the unincorporated community of Walnut Park to the south and west. Huntington Park is surrounded by major freeways in every direction, with Interstate 10 to the north, California State Route (CA) 710 to the east, CA 105 to the south, and CA 110 to the west. The City is fully urbanized and generally lacks native biological habitat. Existing and potential natural resources are limited. The City does not contain any forests, bodies of water, or agricultural land, nor is it substantial to plant or wildlife habitats (City of Huntington Park 1991).

### 4.3.2 Regulatory Setting

#### **a. Federal Regulations**

##### *United States Army Corps of Engineers*

The United States Army Corps of Engineers (USACE) is responsible for administering several federal programs related to ensuring the quality and navigability of the nation’s waters.

##### *Clean Water Act Section 404*

Congress enacted the Clean Water Act (CWA) “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Section 404 of the CWA authorizes the Secretary of the Army, acting through the USACE, to issue permits regulating the discharge of dredged or fill materials into the “navigable waters at specified disposal sites.”

Section 502 of the CWA further defines “navigable waters” as “waters of the United States, including the territorial seas.” “Waters of the United States” are broadly defined at 33 CFR Part 328.3 to include navigable waters, perennial and intermittent streams, lakes, rivers, ponds, as well as wetlands, marshes, and wet meadows. In recent years, the USACE and US Environmental Protection Agency (U.S. EPA) have undertaken several efforts to modernize their regulations defining “waters of the United States” (e.g., the 2015 Clean Water Rule and 2020 Navigable Waters Protection Rule), but these efforts have been frustrated by legal challenges which have invalidated the updated

regulations. As of May 2023, the Supreme Court issued a decision regarding *Sackett vs. EPA* Limits Clean Water Act Jurisdiction, whereas, reducing the Clean Water Act's geographic reach and the definition of "waters of the United States". In this decision, the Court decided the following, in summary:

- "Adjacent wetlands" are WOTUS only if there is a continuous surface connection between the wetland and a navigable or relatively permanent water body, such that it is difficult to determine the boundary between the wetland and the water body. The opinion notes that "temporary interruptions to surface connection may sometimes occur because of phenomena like low tides or dry spells".
- The Significant Nexus Standard, introduced by the Court in prior decisions and codified in the agencies' current regulations, is not mentioned in the Clean Water Act, and therefore the EPA has no statutory basis to impose it. Additionally, the standard includes ecological factors whose use in determining jurisdiction is not supported by the statute.
- Although jurisdiction over tributaries was not addressed by the Court, current regulations rely upon the Significant Nexus Standard to establish jurisdiction over tributaries that flow infrequently. The decision hints that these tributaries will be non-jurisdictional going forward, stating, "...the [Clean Water Act's] use of "waters" encompasses only those relatively permanent, standing or continuously flowing bodies of water forming geographical features that are described in ordinary parlance as streams, oceans, rivers, and lakes."

Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with the U.S. EPA.

Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA are not waters of the United States.

The lateral limits of USACE jurisdiction in non-tidal waters is defined by the "ordinary high-water mark" (OHWM) unless adjacent wetlands are present. The OHWM is a line on the shore or edge of a channel established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed upon the bank, shelving, changes in the character of soil, destruction of vegetation, or the presence of debris (33 CFR 328.3(e)). As such, waters are recognized in the field by the presence of a defined watercourse with appropriate physical and topographic features. If wetlands occur within, or adjacent to, waters of the United States, the lateral limits of USACE jurisdiction extend beyond the OHWM to the outer edge of the wetlands (33 CFR 328.4 (c)). The upstream limit of jurisdiction in the absence of adjacent wetlands is the point beyond which the OHWM is no longer perceptible (33 CFR 328.4; see also 51 FR 41217).

## **WETLANDS**

The USACE defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3). The USACE's delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology. The following is a discussion of each of these parameters.



## Hydrophytic Vegetation

Hydrophytic vegetation dominates areas where frequency and duration of inundation or soil saturation exerts a controlling influence on the plant species present. Plant species are assigned wetland indicator status according to the probability of their occurring in wetlands. More than fifty percent of the dominant plant species must have a wetland indicator status to meet the hydrophytic vegetation criterion. The USACE published the National Wetland Plant List (USACE 2018), which separates vascular plants into the following four basic categories based on plant species frequency of occurrence in wetlands:

- **Obligate Wetland (OBL).** Almost always occur in wetlands
- **Facultative Wetland (FACW).** Usually occur in wetlands, but occasionally found in non-wetlands
- **Facultative (FAC).** Occur in wetlands or non-wetlands
- **Facultative Upland (FACU).** Usually occur in non-wetlands, but may occur in wetlands
- **Obligate Upland (UPL).** Almost never occur in wetlands

The USACE considers OBL, FACW and FAC species to be indicators of wetlands. An area is considered to have hydrophytic vegetation when greater than 50 percent of the dominant species in each vegetative stratum (tree, shrub, and herb) fall within these categories. Any species not appearing on the United States Fish and Wildlife Service's list is assumed to be an upland species, almost never occurring in wetlands. In addition, an area needs to contain at least 5% vegetative cover to be considered as a vegetated wetland.

## Hydric Soils

Hydric soils are saturated or inundated for a sufficient duration during the growing season to develop anaerobic or reducing conditions that favor the growth and regeneration of hydrophytic vegetation. Field indicators of wetland soils include observations of ponding, inundation, saturation, dark (low chroma) soil colors, bright mottles (concentrations of oxidized minerals such as iron), gleying (indicates reducing conditions by a blue-grey color), or accumulation of organic material. Additional supporting information includes documentation of soil as hydric or reference to wet conditions in the local soils survey, both of which must be verified in the field.

## Wetland Hydrology

Wetland hydrology is inundation or soil saturation with a frequency and duration long enough to cause the development of hydric soils and plant communities dominated by hydrophytic vegetation. If direct observation of wetland hydrology is not possible (as in seasonal wetlands), or records of wetland hydrology are not available (such as stream gauges), assessment of wetland hydrology is frequently supported by field indicators, such as water marks, drift lines, sediment deposits, or drainage patterns in wetlands.

## *Rivers and Harbors Act Section 10*

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the USACE for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States and applies to all structures and work. It

further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, bank protection (e.g., riprap, revetment, bulkhead), mooring structures such as pilings, aerial or subaqueous power transmission lines, intake or outfall pipes, permanently moored floating vessel, tunnel, artificial canal, boat ramp, aids to navigation, and any other permanent, or semi-permanent obstacle or obstruction. It is important to note that Section 10 applies only to navigable waters, and thus does not apply to work in non-navigable wetlands or tributaries. In some cases, Section 10 authorization is issued by the USACE concurrently with CWA Section 404 authorization, such as when certain Nationwide Permits are used.

#### *United States Fish and Wildlife Service*

The United States Fish and Wildlife Service (USFWS) implements several laws protecting the Nation's fish and wildlife resources, including the Endangered Species Act (ESA; 16 United States Code [USC] Sections 153 et seq.), the Migratory Bird Treaty Act (MBTA; 16 USC Sections 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668).

#### *Fish and Wildlife Coordination Act*

The USFWS also has responsibility for project review under the Fish and Wildlife Coordination Act. This statute requires that all federal agencies consult with USFWS, National Oceanic and Atmospheric Administration Fisheries, and the State's wildlife agency (CDFW) for activities that affect, control, or modify streams and other water bodies. Under the authority of the Fish and Wildlife Coordination Act, USFWS, National Oceanic and Atmospheric Administration Fisheries, and the CDFW review applications for permits issued under Section 404 and provide comments to USACE about potential environmental impacts.

#### *Endangered Species Act*

The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the Endangered Species Act (ESA). Generally, the USFWS implements the ESA for terrestrial and freshwater species, while the NMFS implements the ESA for marine and anadromous species. Projects that would result in "take" of any threatened or endangered wildlife species, or a threatened or endangered plant species if occurring on federal land, are required to obtain permits from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of the ESA, depending on the involvement by the federal government in funding, authorizing, or carrying out the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. "Take" under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of the ESA; however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

#### *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act (MBTA) of 1918 implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The law has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995. The MBTA prohibits the take (including

killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.

The list of migratory bird species protected by the law, in regulations at 50 CFR Part 10.13, is primarily based on bird families and species included in the four international treaties. A migratory bird species is included on the list if it meets one or more of the following criteria:

1. It occurs in the United States or U.S. territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.
2. Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or U.S. territories as the result of natural biological or ecological processes.
3. New evidence exists for its natural occurrence in the United States or U.S. territories resulting from natural distributional changes and the species occurs in a protected family.

In 2004, the Migratory Bird Treaty Reform Act limited the scope of the MBTA by stating the MBTA applies only to migratory bird species that are native to the United States or U.S. territories, and that a native migratory bird species is one that is present as a result of natural biological or ecological processes. The MBTRA requires the USFWS to publish a list of all nonnative, human-introduced bird species to which the MBTA does not apply, and an updated list was published in 2020. The 2020 update identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the United States or U.S. territories is solely the result of intentional or unintentional human-assisted introductions.

#### *Bald and Golden Eagle Protection Act*

The Bald and Golden Eagle Protection Act prohibits anyone, without a permit issued by the USFWS, from "taking" bald or golden eagles, including their parts (including feathers), nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."

"Disturb" means "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.

## **b. State Regulations**

### *Regional Water Quality Control Board*

The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) have jurisdiction over “waters of the State,” which are defined as any surface water or groundwater, including saline waters, within the boundaries of the state (California Water Code sec. 13050(e)). These agencies also have responsibilities for administering portions of the CWA.

### *Clean Water Act Section 401*

Section 401 of the CWA requires an applicant requesting a federal license or permit for an activity that may result in any discharge into navigable waters (such as a Section 404 Permit) to provide state certification that the proposed activity will not violate state and federal water quality standards. In California, CWA Section 401 Water Quality Certification (Section 401 Certification) is issued by the RWQCBs and by the SWRCB for multi-region projects. The process begins when an applicant submits an application to the RWQCB and informs the USACE (or the applicable agency from which a license or permit was requested) that an application has been submitted. The USACE will then determine a “reasonable period of time” for the RWQCB to act on the application; this is typically 60 days for routine projects and longer for complex projects but may not exceed one year. When the period has elapsed, if the RWQCB has not either issued or denied the application for Section 401 Certification, the USACE may determine that Certification has been waived and issue the requested permit. If a Section 401 Certification is issued it may include binding conditions, imposed either through the Certification itself or through the requested federal license or permit.

### *Porter-Cologne Water Quality Control Act*

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- The quality of all the waters of the State shall be protected
- All activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason
- The State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation

The Porter-Cologne Act established nine RWQCBs (based on watershed boundaries) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB and RWQCBs have numerous nonpoint source related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

Section 13260 of the Porter-Cologne Act requires any person discharging or proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge with

the appropriate RWQCB. The RWQCB may then authorize the discharge, subject to conditions, by issuing Waste Discharge Requirements (WDRs). While this requirement was historically applied primarily to outfalls and similar point source discharges, the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*, effective May 2020, make it clear that the agency will apply the Porter-Cologne Act's requirements to discharges of dredge and fill material as well. The *Procedures* state that they are to be used in issuing CWA Section 401 Certifications and WDRs, and largely mirror the existing review requirements for CWA Section 404 Permits and Section 401 Certifications, incorporating most elements of the U.S. EPA's *Section 404(b)(1) Guidelines*. Following issuance of the *Procedures*, the SWRCB produced a consolidated application form for dredge/fill discharges that can be used to obtain a CWA Section 401 Water Quality Certification, WDRs, or both.

### **NON-WETLAND WATERS OF THE STATE**

The SWRCB and RWQCBs have not established regulations for field determinations of waters of the state except for wetlands currently. In many cases the RWQCBs interpret the limits of waters of the State to be bounded by the OHWM unless isolated conditions or ephemeral waters are present. However, in the absence of statewide guidance each RWQCB may interpret jurisdictional boundaries within their region and the SWRCB has encouraged applicants to confirm jurisdictional limits with their RWQCB before submitting applications. As determined by the RWQCB, waters of the State may include riparian areas or other locations outside the OHWM, leading to a larger jurisdictional area over a given water body compared to the USACE.

### **WETLAND WATERS OF THE STATE**

Procedures for defining wetland waters of the State pursuant to the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* went into effect May 28, 2020. The SWRCB defines an area as wetland if, under normal circumstances:

- (i) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;
- (ii) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and
- (iii) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB's *Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State* (2020), states that waters of the U.S. and waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland.

### *California Department of Fish and Wildlife*

The CDFW derives its authority from the Fish and Game Code of California and administers several State laws protecting fish and wildlife resources and the habitats upon which they depend.

### *California Endangered Species Act*

The California Endangered Species Act (CESA) (Fish and Game Code Section 2050 et. seq.) prohibits taking of state listed threatened or endangered. Take under CESA is defined as "Hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (Fish and Game Code sec. 86).

This definition does not prohibit indirect harm by way of habitat modification, except where such harm is the proximate cause of death of a listed species. Where incidental take would occur during construction or other lawful activities, CESA allows the CDFW to issue an Incidental Take Permit upon finding, among other requirements, that impacts to the species have been minimized and fully mitigated. Unlike the federal ESA, CESA's protections extend to candidate species during the period (typically one year) while the California Fish and Game Commission decides whether the species warrants CESA listing.

CESA defines an *endangered species* as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.

A *threatened species* is defined as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.

*Candidate species* are defined as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.

Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike FESA, CESA does not include listing provisions for invertebrate species. Article 3, Sections 2080 through 2085, of CESA addresses the taking of threatened or endangered species by stating:

...no person shall import into this State, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.

#### *Native Plant Protection Act*

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (Fish and Game Code Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare, and prohibits the take of listed plant species. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the CESA's permitting procedures would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

### *Fully Protected Species Laws*

The CDFW enforces Sections 3511, 4700, 5050, and 5515 of the Fish and Game Code, which prohibit the take of species designated as Fully Protected. The CDFW is not allowed to issue an Incidental Take Permit for Fully Protected species; therefore, impacts to these species must be avoided. The exception is situations where a Natural Community Conservation Plan (NCCP) is in place that authorizes the take of the fully protected species.

### *CDFW Special Animals List*

Special-status wildlife species are those species included on the CDFW “Special Animals” list (CDFW 2023). “Special Animal” is a general term that refers to all the taxa the CNDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or FESA;
- State or federal candidate for possible listing;
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in *CEQA Guidelines* Section 15380;
- Taxa considered by the Department to be a Species of Special Concern;
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring;
- Populations in California that may be on the periphery of a taxon’s range but are threatened with extirpation in California.

### *Avian Protection Laws*

California Fish and Game Code sections 3503, 3503.5, and 3513 describe unlawful take, possession, or destruction of native birds, nests, and eggs. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against taking, possession, or destruction of nests or eggs. Section 3513 makes it a state-level offense to take any bird in violation of the federal Migratory Bird Treaty Act.

### *Protection of Lakes and Streambeds*

California Fish and Game Code section 1602 states that it is unlawful for any person to "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake" without first notifying the CDFW of that activity. Thereafter, if CDFW determines and informs the entity that the activity will not substantially adversely affect any existing fish or wildlife resources, the entity may commence the activity. If, however, CDFW determines that the activity may substantially adversely affect an existing fish or wildlife resource, the entity may be required to obtain from CDFW a Streambed Alteration Agreement (SAA), which will include reasonable measures necessary to protect the affected resource(s), before the entity may conduct the activity described in the notification. Upon receiving a complete Notification of Lake/Streambed Alteration, CDFW has 60 days to present the entity with a Draft SAA. Upon review of the Draft SAA by the applicant, any problematic terms are negotiated with CDFW and a final SAA is executed.

The CDFW has not defined the term “stream” for the purposes of implementing its regulatory program under Section 1602, and the agency has not promulgated regulations directing how

jurisdictional streambeds may be identified, or how their limits should be delineated. However, four relevant sources of information offer insight as to the appropriate limits of CDFW jurisdiction as discussed below.

- **The plain language of Section 1602 of CFGC** establishes the following general concepts:
  - References “river,” “stream,” and “lake”
  - References “natural flow”
  - References “bed,” “bank,” and “channel”
- **Applicable court decisions**, in particular *Rutherford v. State of California* (188 Cal App. 3d 1276 (1987)), which interpreted Section 1602’s use of “stream” to be as defined in common law. The Court indicated that a “stream” is commonly understood to:
  - Have a source and a terminus
  - Have banks and a channel
  - Convey flow at least periodically, but need not flow continuously and may at times appear outwardly dry
  - Represent the depression between the banks worn by the regular and usual flow of the water
  - Include the area between the opposing banks measured from the foot of the banks from the top of the water at its ordinary stage, including intervening sand bars
  - Include the land that is covered by the water in its ordinary low stage
  - Include lands below the OHWM
- **CDFW regulations** defining “stream” for other purposes, including sport fishing (14 CCR 1.72) and streambed alterations associated with cannabis production (14 CCR 722(c)(21)), which indicate that a stream:
  - Flows at least periodically or intermittently
  - Flows through a bed or channel having banks
  - Supports fish or aquatic life
  - Can be dry for a period of time
  - Includes watercourses where surface or subsurface flow supports or has supported riparian vegetation
- **Guidance documents**, including A Field Guide to Lake and Streambed Alteration Agreements (CDFG 1994) and Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants (Brady and Vyverberg 2013), which suggest the following:
  - A stream may flow perennially or episodically
  - A stream is defined by the course in which water currently flows, or has flowed during the historic hydrologic course regime (approximately the last 200 years)
  - Width of a stream course can reasonably be identified by physical or biological indicators
  - A stream may have one or more channels (single thread vs. compound form)
  - Features such as braided channels, low-flow channels, active channels, banks associated with secondary channels, floodplains, islands, and stream-associated vegetation, are interconnected parts of the watercourse



- Canals, aqueducts, irrigation ditches, and other means of water conveyance can be considered streams if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife
- Biologic components of a stream may include aquatic and riparian vegetation, all aquatic wildlife including fish, amphibians, reptiles, invertebrates, and terrestrial species which derive benefits from the stream system
- The lateral extent of a stream can be measured in different ways depending on the particular situation and the type of fish or wildlife resource at risk

The tenets listed above, among others, are applied to establish the boundaries of streambeds in various environments. The importance of each factor may be weighed based on site-specific considerations and the applicability of the indicators to the streambed at hand.

### 4.3.3 Impact Analysis

#### **a. Thresholds of Significance**

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. A potentially significant impact might occur under the following thresholds and therefore will be analyzed in this section of the EA.

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service
2. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
3. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
4. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
5. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

#### **b. Project Impacts and Mitigation Measures**

|                     |                                                                                                                                                                                                                                                                                                                                   |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> | Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? |
| <b>Threshold 2:</b> | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means                                                                                                           |
| <b>Threshold 3:</b> | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites                                                                                                    |
| <b>Threshold 4:</b> | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance                                                                                                                                                                                                   |
| <b>Threshold 5:</b> | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan                                                                                                                                                  |

---

**Impact BIO-1      THE PROJECT COULD RESULT IN DIRECT OR INDIRECT IMPACTS TO BIOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.**

---

Development would be prioritized on infill sites in urbanized areas of the City. Reasonably foreseeable development under the proposed project would be primarily concentrated on underutilized sites that have been previously developed and disturbed.

### **Nesting Birds and Raptors**

Nesting birds and raptors have the potential to nest in shrubs, trees, buildings, and on bare ground throughout and near the Opportunity Sites. Potential impacts to nesting birds could occur if active nests are located on a project site and/or in the immediate vicinity of construction activities. Direct impacts from construction activities may result from ground disturbance, building demolition, and/or removal of shrubs or trees. These impacts could lead to individual injury, mortality and/or disruption of normal adult behaviors resulting in the abandonment or harm to eggs and nestlings.

Nesting bird species are protected by the CFGC sections 3503 and 3503.5, and the MBTA. Impacts to nesting birds and raptors would be considered significant without mitigation. Where removal of buildings, trees, and/or vegetation is proposed, implementation of Mitigation Measure (MM) BIO-1 would reduce potential impacts to less than significant by providing for nesting bird avoidance.

### **Special Status Bats**

Special status bat species may forage and roost in the mature trees, abandon buildings, or under bridges. Three (3) special status bat species have very low potential to occur in the Study Area, such species include the pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat (*Lasiurus xanthinus*). Potential impacts to bats could occur if roosting bats are located on a project site and/or in the immediate vicinity of construction activities. Direct impacts from construction activities may result from demolition of buildings or removal of trees.

Impacts to special-status bat species would be considered significant without mitigation. However, implementation of MM BIO-2 would reduce potential impacts to less than significant with mitigation incorporated by requiring preconstruction bat surveys prior to building demolition or tree removal.

## **Burrowing Owl**

Burrowing owl typically inhabit abandon squirrel, kit fox, or badger burrows but may also use manmade structures such as cement, asphalt, or wood debris piles; or openings beneath abandon buildings, pipes, or culverts. The Study Area is likely to contain a range of features suitable for shelter and possibly nesting by burrowing owls. The construction of new housing units could impact the species if they are present within or adjacent to work areas. Ground disturbing, building demolition, and/or debris removal activities could result in nest disturbance, injury, or fatality.

Impacts to burrowing owls would be considered significant without mitigation. However, implementation of MM BIO-3 would reduce potential impacts to less than significant with mitigation incorporated by requiring preconstruction surveys and implementation of other avoidance measures.

## **Sensitive Natural Communities and Critical Habitat**

There are no sensitive natural communities or critical habitats in Huntington Park. Thus, no impact is expected to occur.

## **Wildlife Movement**

The developed land cover in the Study Area limits wildlife movement to opportunistic, urban adapted species. Such species utilize roads, train tracks, and open landscaped spaces for movement. Overall, the proposed project is not anticipated to interfere with these linear infrastructure features and as such there will be no significant impact to movements by urban adapted species through the Study Area. Thus, no impact is expected to occur.

## **Resources Protected by Local Policies and Ordinances**

Huntington Park Municipal Code Title 7, Chapter 5, Steet Trees, outlines local policies and ordinances relating to the management of decorative trees, shrubs, and plants. The policy states that no person shall remove, or trim trees planted or overhanging on public property without first obtaining a permit from the Director of Field Services and or duly authorized designee. The director shall have authority to impose any condition on approval of such permit as deemed necessary to fulfill the purposes of the tree ordinance. The proposed project may require the removal or trimming of public trees. Prior to the removal or trimming of trees, an assessment of their qualification as a public tree will be made and any required tree removal permits will be obtained. Thus, no impact is expected to occur.

## **Habitat Conservation Plans**

Huntington Park does not contain a Habitat Conservation Plan. The nearest significant ecological area as designated by the County of Los Angeles is Griffith Park approximately six (6) miles north. There is no habitat connectivity between Griffith Park and Huntington Park. Thus, no impact is expected to occur.

## **Mitigation Measures**

### *MM BIO-1 Nesting Birds and Raptors*

- To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to project construction, including but not limited to, vegetation removal,

ground disturbance, and demolition shall occur outside of the bird breeding season (February 15 through August 31). If construction at a site must be initiated during the nesting season, vegetation and/or tree removal should be planned to occur outside the nesting season (September 1 to February 14) and a preconstruction nesting bird survey shall be conducted by a biologist qualified to perform nesting bird surveys and monitoring of avian species known to occur in Los Angeles County, no more than three days prior to initiation of construction activities. If the proposed project is phased or construction activities stop for more than one (1) week during the nest season, a subsequent pre-construction nesting bird and raptor survey will be required no more than three days prior to resuming construction. The nesting bird preconstruction survey shall be conducted on foot inside the project disturbance areas and an additional 100-foot buffer surrounding the project disturbance areas. If no nests or an inactive avian nest is found, construction may proceed. If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 50- to 200-foot buffer for common nesting birds around the active nest, as determined by a qualified biologist. For listed species and raptor species, this buffer shall be expanded to 500 feet or as determined by a biologist to be suitable for protection of the nest.

- Inaccessible areas, such as areas located high up in trees or private properties, shall be surveyed from afar using binoculars. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Los Angeles County. If nests are found, an appropriate avoidance buffer shall be determined by a qualified biologist and demarcated with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. Effective buffer distances are highly variable and based on specific project stage, bird species, stage of nesting cycle, work type, and the tolerance of a particular bird pair. The buffer may be up to 500 feet in diameter, depending on the species of nesting bird found, proposed work activities, and the biologist's observations. Copies of the nesting birds and raptors survey results shall be submitted to the City. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.

#### *MM BIO-2 Bat Pre-Construction Survey*

- To avoid disturbance of special-status bat species during removal of trees, buildings, or other suitable roost structures, a preconstruction roosting bat survey shall be conducted by a qualified bat biologist no more than 30 days prior to initiation of construction activities that will remove trees and/or structures. A passive acoustic survey shall identify the species using the area for day/night roosting.
- If special-status roosting bats are present and their roost will be impacted, a qualified bat biologist shall prepare a plan to identify the proper exclusionary methods, which may include the installation of bat deterrent devices, to passively exclude roosting bats from any structures in the work areas. Implementation of proper exclusionary methods shall be overseen by the bat biologist. If it is determined that an active maternity roost is present, the roost shall not be disturbed during the breeding season (approximately March through September). If it is determined to not be an active maternity roost, the tree or structure may be removed under the guidance of a qualified bat biologist. Copies of the roosting bat survey results shall be submitted to the City.
- Removal of mature trees shall occur as close to sunset as feasible to allow potential roosting bats to escape during their natural emergence times.
- For trees determined by the bat biologist to be highly suitable roost sites, removals shall be monitored by a qualified biologist and shall occur by pushing down the entire tree (without

trimming or limb removal) using heavy equipment and leaving the felled tree on the ground untrimmed and undisturbed for a period of at least 24 hours.

#### *MM BIO-3 Burrowing Owl*

- No less than 14 days prior to ground-disturbing construction activities (vegetation clearance, grading, building demolition), a qualified biologist (i.e., a wildlife biologist with previous burrowing owl survey experience) shall conduct pre-construction take avoidance surveys on and within 200 meters (656 feet) of the construction zone to identify occupied breeding or wintering burrowing owl burrows. The take avoidance burrowing owl surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 Staff Report; CDFG 2012) and shall consist of walking parallel transects and noting any burrows with fresh burrowing owl sign or presence of burrowing owls. Copies of the burrowing owl survey results shall be submitted to the City.
- If burrowing owls are detected on site, no ground-disturbing activities shall be permitted within 200 meters (656 feet) of an occupied burrow during the breeding season (February 1 to August 31), unless otherwise determined advisable by a qualified biologist and the City. During the nonbreeding season (September 1 to January 31), ground-disturbing work can proceed near active burrows as long as the work occurs no closer than 50 meters (165 feet) from the burrow. Depending on the level of disturbance, a smaller buffer may be established in coordination with a qualified biologist and the City.
- If avoidance of active burrows is infeasible during the nonbreeding season, then, before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance and/or scoping, a qualified biologist shall implement a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the 2012 CDFW Staff Report on Burrowing Owl Mitigation (CDFG 2012). Passive relocation consists of excluding burrowing owls from occupied burrows and providing suitable artificial burrows nearby for the excluded burrowing owls. A burrowing owl monitoring and mitigation plan will be prepared that outlines how passive relocation would occur and where the replacement burrows would be constructed. It would also outline the monitoring and maintenance requirements for the artificial burrows.

### **Significance After Mitigation**

Implementation of Mitigation Measures BIO-1 through BIO-3 would reduce potential impacts to nesting birds, bats, and burrowing owls to a less than significant level by ensuring necessary steps are taken to avoid or lessen any potential impacts.

#### **4.3.4 Cumulative Impacts**

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for cumulative biological resources impacts includes the areas surrounding the Draft Housing Opportunity Sites, which includes most of the City of Huntington Park.

Cumulative development in the Study Area may contribute to the loss of habitat for special-status species; contribute to the decline of special-status species; cause further fragmentation of habitat and isolation of populations; and decrease movement opportunities. Together, cumulative projects

(both development facilitated by the project and full buildout of the City General Plan) cover a substantial area, primarily within or along the edges of previously developed areas. Cumulative impacts to biological resources would be potentially significant.

As discussed in Section 2, *Project Description*, all of the Draft Housing Opportunity Sites are currently zoned for development. As the proposed project would not increase the likelihood for development that could affect species identified as a candidate, sensitive, or special-status species, no impact would occur and therefore the proposed project would not have a cumulatively considerable contribution to the significant cumulative impact related to sensitive or special-status species.

Similarly, relevant policies and regulations would apply to development in Huntington Park and provide the same level of protection as under existing conditions. The proposed project would not increase the likelihood for development that could affect riparian habitat or sensitive natural communities, the proposed project would not have a cumulatively considerable contribution to the significant cumulative impact related to these resources.

The proposed project would not impact the movement of any native resident or migratory fish or wildlife species, or impede the use of wildlife nursery sites, as discussed under Impact BIO-1. Development facilitated by the proposed project would be required to comply with tree protection ordinances and requirements, as discussed under Impact BIO-1. Lastly, as discussed under Impact BIO-1, there are no HCPs or NCCPs applicable to the proposed project. Therefore, with implementation of Mitigation Measures BIO-1 through BIO-3, impacts to birds, bats, and burrowing owls would be reduced and the proposed project would not have a cumulatively considerable contribution to a significant cumulative impact related to these resources.

## 4.4 Cultural and Tribal Cultural Resources

---

This section analyzes the proposed project's potential impacts related to cultural and tribal cultural resources, including historical and archeological resources as well as human remains.

### 4.4.1 Setting

This section provides background information pertaining to the cultural context of the project within the City of Huntington Park, in Los Angeles County. The section places the project in a broader cultural environment throughout history and provides an overview of regional indigenous history, local ethnography, and post-contact history.

#### 4.4.1.1 Indigenous History

The project site is located in what is generally described as the Northern Bight archaeological region, one of eight organizational divisions of California designated by Jones and Klar (2007). The California Bight is bounded by the southern California coastline and encompasses the previously designated Southern Coast archaeological region described by Moratto (1984). The Northern Bight archaeological region primarily includes the counties of Santa Barbara, Ventura, and portions of Los Angeles, extending from the coastline at Vandenberg Air Force Base inland to the Cuyama River Valley and south to the Santa Monica Mountains and the Los Angeles Basin. Following Glassow et al. (2007), the prehistoric cultural chronology for the Northern Bight is generally divided into six periods: Paleo-Indian (ca. 10,000 – 7000 before common era [BCE]), Millingstone Horizon (7000 – 5000 BCE), Early Period (5000 BCE – 2000 BCE), Middle Period (2000 BCE – 1 common era [CE]), Middle-Late Transition Period (1 – 1000 CE), and Late (1000 CE – Historic Contact). These periods are discussed in further detail below.

#### **Paleo-Indian Period (ca. 10,000 – 7000 BCE)**

The Paleo-Indian Period defines the earliest human occupation of the Northern Bight and describes the cultural trends and subsistence strategies of prehistoric populations from approximately 10,000 to 7000 Before Christian Era (BCE) (Glassow et al. 2007). The Paleo-Indian Period in North America is largely recognized by projectile points associated with extinct large mammal remains, such as mammoth, bison, and dire wolves in the Southwest and Plains regions (Erlandson et al. 2007; Huckell 1996). These projectile points have been classified as the Clovis style, which exhibit a lanceolate shape with a flute initiated from the base that extends as far as the midline (Justice 2002).

The earliest accepted dates for human occupation in California were recovered from archaeological sites on two of the Northern Channel Islands, located off the southern coast of Santa Barbara County. Over 90 paleocoastal sites dating between 13,000 to 8200 years before present (BP) have been documented in the Northern Channel Islands (McLaren et al. 2019). Archaeological deposits from the Daisy Cave site on San Miguel Island establishes the presence of people in this area approximately 10,000 BP (Erlandson 1991; Erlandson et al. 2007), and the Arlington Springs Woman (CASRI-173) has a calibrated date approximately 11,000 BP derived from the human remains and rodent bones recovered from within the same deposits on Santa Rosa Island (Erlandson et al. 2007; Glassow et al. 2007; Johnson et al. 2002).

Recent data from Paleo-Indian shell middens, bone middens, lithic scatters, and quarry workshops on the Channel Islands indicate that the area supported substantial human populations during later

Paleocoastal times (McLaren et al. 2019). Data from the last 20 years also suggests that the economy was a diverse mixture of hunting, fishing, and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones and Ferneau 2002; Erlandson et al. 2007). Shellfish in particular were heavily relied on, with varying intensities of reliance on fish, marine mammals, seabirds, and waterfowl (McLaren et al. 2019). Archaeological deposits at the Daisy Cave site yielded an assemblage of “the oldest known fishhooks in the Americas” (Erlandson et al. 2007: 57). Shell middens identified on the mainland of California have yielded dates from 8000 to 7000 BCE (Erlandson et al. 2007).

Assemblages on the Channel Islands include chipped-stone bifaces, cores and flake tools, ground-stone artifacts, bone gorges, Olivella shell beads, woven sea grass cordage, and red ochre. While no fluted points have been found on the Channel Islands, a few have been found along California’s mainland coast (McLaren et al. 2019). One fluted projectile point fragment was recovered from site CA-SBA-1951 on the Santa Barbara Channel coastal plain (Erlandson 1994:44; Erlandson et al. 1987).

### **Millingstone Horizon (7000 – 5000 BCE)**

Originally identified in 1929, the Millingstone Horizon, as described by Wallace (1955, 1978), is characterized by an ecological adaptation to collecting plant resources, such as seeds and nuts, suggested by the appearance and abundance of well-made milling (ground stone) implements, particularly in archaeological sites along the coast of California. It is generally accepted that human occupation of California during the Paleo-Indian period originated from small, dispersed occupations. Archaeological sites dating to the Millingstone Horizon, however, indicate a population increase (Glassow et al. 2007).

Wallace (1955, 1978) and Warren (1968) identify ground stone implements including Millingstones (e.g., metates, milling slabs) and hand stones (e.g., manos, mullers). Millingstones occur in high frequencies for the first time in the archaeological record of the Central Coast region and become even more prevalent near the end of the Millingstone Horizon. The Millingstone Horizon is named for the dominance of milling implements and is generally associated with the horizontal motion of grinding small seeds and nuts (Glassow et al. 2007). Excavations at the Tank Site (CA-LAN-1) in Topanga Canyon from 1947 to 1948 (Treganza and Bierman 1958) confirmed the presence of a significant number of milling implements that correspond with the Millingstone Horizon.

Flaked stone assemblages, which include crude core and cobble-core tools, flake tools, large side-notched projectile points, and pitted stones (Glassow et al. 2007; Jones et al. 2007), and shell middens in coastal sites suggest that people during this period practiced a mixed food procurement strategy. Faunal remains identified at Millingstone sites point to broad-spectrum hunting and gathering of shellfish, fish, birds, and mammals, though large faunal assemblages are uncommon. This mixed food procurement strategy demonstrates adaptation to regional and local environments.

Along the Central Coast, Millingstone period sites are most common on terraces and knolls, typically set back from the current coastline (Erlandson 1994:46). However, 40 sites dating to this period have been identified in various settings, including rocky coasts, estuaries, and nearshore interior valleys (Glassow et al. 2007). The larger sites usually contain extensive midden deposits, possible subterranean house pits, and cemeteries. Most of these sites probably reflect intermittent use over many years of local cultural habitation and resource exploitation.



## **Early Period (5000 BCE – 2000 BCE)**

The Early Period of the Northern Bight is marked by a lower frequency of radiocarbon dated archaeological sites as well as changes in artifact forms. Differences in artifact forms, and particularly in ground stone implements, likely represent changes in subsistence (Glassow et al. 2007). The material culture recovered from Early Period sites within the Central Coast region provides evidence for continued exploitation of inland plant and coastal marine resources as well as the incorporation of “newly important food resources” found in specific habitats (Glassow et al. 2007:197). In addition to the use of metates and manos, prehistoric populations began to use mortars and pestles, such as those recovered from the Sweetwater Mesa (CA-LAN-267) and Aerophysics (CA-SBA-53) sites (Glassow et al. 2007).

Artifact assemblages recovered from Early Period sites also include bipointed bone gorges used for fishing, Olivella beads, bone tools, and pendants made from talc schist. Square abalone shell (*Haliotis* spp.) beads have been found in Monterey Bay (Jones and Waugh 1997:122). The frequency of projectile points in Early Period assemblages also increased, while the style began to change from lanceolate forms to side-notched forms (Glassow et al. 2007). The projectile point trend has become apparent at numerous sites along the California coast as well as a few inland sites (e.g., CA-SBA-210 and CA-SBA-530). In many cases, manifestations of this trend are associated with the establishment of new and larger settlements, such as at the Aerophysics site (Glassow et al. 2007; Jones et al. 2007).

## **Middle Period (2000 BCE – 1 CE)**

The remains of fish, land mammals, and sea mammals are increasingly abundant and diverse in archaeological deposits along the coast during the Middle Period, suggesting a pronounced trend toward greater adaptation to regional or local resources as well as the development of socioeconomic and political complexity in prehistoric populations (Glassow et al. 2007). Shell fishhooks were introduced, and projectile points changed from side-notched dart points to contracting stem styles.

Flaked stone tools used for hunting and processing—such as large side-notched, stemmed, lanceolate or leaf-shaped projectile points, large knives, edge modified flakes, and drill-like implements—occurred in archaeological deposits in higher frequencies and are more morphologically diversified during the Middle Period. Bone tools, including awls, are more numerous than in the preceding period, and the use of asphaltum adhesive became common. Circular fish hooks that date from between 1000 and 500 B.C., compound bone fish hooks that date between A.D. 300 and 900, notched stone sinkers, and the tule reed or balsa raft, indicative of major developments in maritime technology, became common during this period (Arnold 1995; Glassow et al. 2007; Jones and Klar 2005:466; King 1990:87–88).

Populations continued to follow a seasonal settlement pattern until the end of the Middle Period; large, permanently occupied settlements with formal architecture, particularly in coastal areas, appear to have been the norm by the end of the Middle Period (Glassow et al. 2007). Prehistoric populations began to bury the deceased in formal cemeteries with artifacts that may represent changes in ideology and the development of ritual practices (Glassow et al. 2007).

## **Middle-Late Transition Period (1 CE – 1000 CE)**

The Middle-Late Transition period is marked by major changes in settlement patterns, diet, and interregional exchange. Prehistoric populations continued to occupy more permanent settlements,

with the continued use of formal cemeteries and the burial of goods with the deceased. The manufacture of the plank canoe, or tomol, allowed prehistoric populations to catch larger fish that occupied deeper sea waters (Glassow et al. 2007). Following the introduction of the plank canoe, groups began to use harpoons. The plank canoe appears to have influenced “commerce between the mainland coast and the Channel Islands” (Glassow et al. 2007:204). Middle-Late Transition Period sites indicate that populations replaced atlatl (dart) technologies with the bow and arrow, which required smaller projectile points. Projectile points diagnostic of both the Middle and Late periods are found within the Central Coast region (Jones and Ferneau 2002:217). These projectile points include large, contracting-stemmed types typical of the Middle Period, as well as small, leaf-shaped Late Period projectile points, which likely reflect the introduction of the bow and arrow.

### **Late Period (1,000 CE – Historic Contact)**

Late Period sites are distinguished by small, finely worked projectile points and temporally diagnostic shell beads. Although shell beads were typical of coastal sites, trade brought many of these maritime artifacts to inland locations, especially during the latter part of the Late Period. Small, finely worked projectile points are typically associated with bow and arrow technology, which is believed to have been introduced to the area by the Takic migration from the deserts into southern California. Common artifacts identified at Late Period sites include bifacial bead drills, bedrock mortars, hopper mortars, lipped and cupped *Olivella* shell beads, and steatite disk beads. The presence of beads and bead drills suggest that low-level bead production was widespread throughout the Central Coast region (Glassow et al. 2007). Unlike the large Middle period shell middens, Late Period sites are more frequently single-component deposits with evidence for only one period of occupation or use. There are also more inland sites, with fewer and less visible sites along the Pacific shore during the Late Period.

#### **4.4.1.2 *Ethnographic Background***

The project area lies in the traditional territory of the Tongva/Gabrieleño. The name “Gabrieleño” denotes those people, who were administered by the Spanish from the San Gabriel Mission. It includes people from the Gabrieleño area proper, as well as other social groups nearby (Kroeber 1925, Plate 57, Bean and Smith 1978: 538). The term Gabrieleño was imposed upon the Tribe by Spanish Missionaries. Thus, descendants have chosen to use their original name, Tongva (Welch 2006). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles Basin and their descendants. Archaeological evidence points to the Tongva arriving in the Los Angeles Basin sometime around 500 BCE, and the Tongva note their presence in the area going back thousands of years (Villa 2017). Today, the Tongva people are active in protecting their Tribal cultural resources in the greater Los Angeles Basin and three Channel Islands: present-day San Clemente, San Nicolas, and Santa Catalina.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 2001). This language family includes dialects spoken by the nearby Juaneño and Luiseño to the southeast, the Serrano and Cahuilla to the northeast, and the Tataviam to the northwest. Yet, it is considerably different from the Chumash people living to the northwest and the Diegueño people (including the Ipai, Tipai, and Kumeyaay) to the south.

The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast. The total tribal population is estimated to have been at least 5,000 in 1770 (Bean and Smith 1978: 540), but recent ethnohistoric work suggests a number closer to 10,000 (O’Neil 2002). Political organization followed a patrilocal and patrilineal pattern. Typically,

the oldest son would lead a family. Chieftainship was also passed down patrilineally. A Chari, or chief of a village or political grouping, was separate from religious leadership (King 2011).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925: 637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups as Christian missions were being built. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996: 143–144).

Houses constructed by the Tongva were large, circular, domed structures made of willow poles, thatched with tule and sheltered up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probable communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996: 27).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the Tribe exploited the mountains, foothills, valleys, deserts, including riparian and estuarine areas, as well as open and rocky coastal ecological niches. Like most Native Californians, acorns were the staple food. By the time of the early Intermediate Period, acorn processing was an established industry. Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, insects, and large and small mammals were also consumed (Kroeber 1925: 631–632, Bean and Smith 1978: 546, McCawley 1996: 119–123, 128–131).

The Tongva used a wide variety of tools and implements to gather food resources. These included the bow and arrow, traps, digging sticks, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. The Tongva made oceangoing plank canoes (known as a *ti'at*) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (McCawley 1996: 117–127). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Kroeber 1925: 629, McCawley 1996: 129–138).

Deceased Tongva were either buried or cremated. Inhumation was more common on the Channel Islands and the neighboring mainland coast, and cremation was more predominate on the remainder of the coast and in the interior (Harrington 1942, McCawley 1996: 157). At the behest of the Spanish missionaries, cremation essentially ceased during the Post-Contact Period (McCawley 1996: 157).

Currently, five tribes listed by the Native American Heritage Commission are affiliated with Tongva ancestry. Today, more than 2,500 Tongva descendants are estimated to live in the Los Angeles area. Tongva tribes are active in the Los Angeles community revitalizing and sharing their culture. While the tribes still struggle to gain federal recognition, California passed Joint Resolution No. 96 in 1994, which granted the Gabrielino-Tongva Nation statewide recognition as the aboriginal tribe of the Los Angeles Basin (Welch 2006).

### **4.4.1.3 *Post-Contact History***

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

#### **Spanish Period (1769 – 1822)**

Spanish explorers undertook sailing expeditions along the coast of California between the mid-1500s and mid-1700s. Juan Rodriguez Cabrillo led the first European expedition in 1542 to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaino (Bancroft 1885; Gumprecht 1999).

By the 18th century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's post-contact history, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá that same year, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Kyle 2003).

The mission and presidios of Spanish California relied extensively on the labor of local indigenous peoples. Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities, San José and Los Angeles (Kyle 2003; McIntosh 2020).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914). The area comprising present-day Huntington Park fell within Rancho San Antonio, granted to Antonio María Lugo in 1810. The rancho remained in the hands of Lugo's heirs through the Mexican Period into California's American era (Kyle 2003).

#### **Mexican Period (1822 – 1848)**

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the

Spanish monopoly on trade, and decreed California ports open to foreign merchants (Gutierrez and Orsi 1998).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Although well-connected Mexican families were initially the most likely recipients of these land grants, the Mexican government increasingly enticed immigrants, often American or British, to settle Alta California's ranchos (Kyle 2003).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the indigenous population, who had no associated immunities.

### **American Period (1848 – Present)**

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton and evaded Mexican soldiers in Santa Barbara's Gaviota Pass by taking the route over the San Marcos grade instead (Kyle 2003). The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as United States territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

### **Local History**

Huntington Park is located in the former Spanish-era Rancho San Antonio, a nearly 30,000-acre land grant made in 1810 to Don Antonio Maria Lugo. The vast rancho originally included portions of the modern-day cities of Bell, Bell Gardens, Cudahy, Huntington Park, Lynwood, South Gate, and Vernon, as well as an unincorporated section of East Los Angeles (Kinsey 2007; Kyle 200). Many of the region's ranchos were broken up in the second half of the nineteenth century. By 1901, land developers A.L. Burbank and E.V. Baker controlled a 100-acre tract of land called the Sunrise Tract,

which was subdivided and re-named La Park. The following year, local leaders renamed the community Huntington Park. This move, along with a promise to grant land for a rail right-of-way to industrialist Henry Huntington, convinced Huntington to extend his wide-reaching Pacific Electric Railway line to the new development, thereby helping attract residents and businesses and ensuring the areas continued success (City of Huntington Park 2022).

Huntington Park was incorporated in 1906 with a population of 526 (City of Huntington Park 2022). The City benefited from the rapid, widespread industrialization and population growth throughout the region. In addition, in an approach that presaged later zoning practices, the adjacent area of southeastern Los Angeles was reserved for industrial development in the early twentieth century. Initially, these clusters, including neighboring Vernon, hosted oil refining and other local industries. Starting in the 1920s, eastern manufacturers increasingly looked to the Los Angeles area as a location for West Coast branch factories (Nicolaidis 1999; Fogelson 1967). For example, the establishment of Vernon's Studebaker Assembly Plant in 1936, represented the region's emergence as a major center for auto production, a status Los Angeles retained into the 1960s (Baker 1991).

By 1920, Huntington Park had grown into a bedroom community of just over 4,500 residents (Viehe 1991). During the 1920s, the City would expand fivefold, to over 24,000 residents by 1930. During this era (as now), Pacific Boulevard served as the City's main retail corridor. By 1940, Huntington Park was extensively developed, with a population consisting primarily of blue-collar, service, and farm laborers (Nicolaidis 1999).

Through the years, the community grew increasingly diverse, as immigration to the region continued apace, with new residents drawn by a diverse industrial sector. With the advent of World War II, immigration would continue, both international and interstate, with many new residents drawn by war-time manufacturing in the region. In the following decades the local manufacturing, aerospace, and defense industries declined, new residential tracts continued to spread outward, drawing residents further away (Kinsey 2007). In 2020, the population of Huntington Park was approximately 54,000 and approximately 97 percent of residents were of Hispanic or Latino descent in the most recent federal census (United States Census Bureau 2022).

#### *4.4.1.4 Existing Conditions*

This section analyzes the project's existing conditions related to cultural resources, including historical and archaeological resources as well as human remains. The analysis in this section is based, in part, on a review of historical resources inventories and a search of the Sacred Lands File (SLF) with the Native American Heritage Commission (NAHC).

On October 3, 2022, the NAHC responded to the SLF request, stating that the results of the SLF search were negative.

Background research was conducted to identify known and potential historical resources within or immediately adjacent to Opportunity Sites, which have been identified as potential locations for housing development under the proposed project. Known historical resources include properties that have been listed or determined eligible for listing on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and Huntington Park Historic Register (HPRH), while potential historical resources include those that have been recommended eligible for such designation through formal evaluation. Resources in both categories qualify as historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines. Background research included a review of the following sources: the NRHP, HPRH, Office of Historic Preservation (OHP) Built Environment Resource Directory, and the OHP web page listing known historical resources

throughout Los Angeles County. As a result of the review, no known or potential historical resources were identified within the Opportunity Sites considered for this project. However, two previously known historical resources were identified immediately adjacent to some Opportunity Sites. Further information about the location and historical resources eligibility status of the resources is detailed in Table 4.4-1.

**Table 4.4-1 Known and Potential Historical Resources Located Adjacent to Opportunity Sites**

| Name                              | Address                | Proximity to Opportunity Site                                                        | Eligibility Status                                                                                |
|-----------------------------------|------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Warner Brothers Theater           | 6710 Pacific Boulevard | Adjacent to 6322-017-005, 6322-017-904, 6322-017-910, 6322-017-901, and 6322-017-007 | Determined eligible for the NRHP and automatically listed in the CRHR in 1991; listed in the HPHR |
| Fox West Coast California Theater | 6524 Pacific Boulevard | Adjacent to 6322-004-902                                                             | Determined eligible for the NRHP and automatically listed in the CRHR in 1991                     |

Sources: BERD; HPHR

## 4.4.2 Regulatory Setting

### a. Federal Regulations

#### *National Register of Historic Places*

Although the project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

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

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

|                     |                                                                                                                                                                                 |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Location:</b>    | The place where the historic property was constructed or the place where the historic event occurred                                                                            |
| <b>Design:</b>      | The combination of elements that create the form, plan, space, structure, and style of a property                                                                               |
| <b>Setting:</b>     | The physical environment of a historic property                                                                                                                                 |
| <b>Materials:</b>   | Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property |
| <b>Workmanship:</b> | The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory                                                          |
| <b>Feeling:</b>     | A property's expression of the aesthetic or historic sense of a particular period of time                                                                                       |
| <b>Association:</b> | The direct link between an important historic event or person and a historic property                                                                                           |

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

## **b. State Regulations**

### *California Environmental Quality Act*

California Public Resources Code (PRC) Section 21804.1 requires lead agencies to determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the CRHR; a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or cultural significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the NRHP are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; 2) has a special and particular quality such as being the oldest of its



type or the best available example of its type; or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines §15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines §15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a], [b]).

Section 15126.4 of the CEQA Guidelines stipulates an EIR shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

## CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The CRHR was established in 1992 and codified by PRC §§5024.1 and 4852. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2006). Further, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2006). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

Properties are eligible for listing in the CRHR if they meet one of more of the following criteria:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2:** Is associated with the lives of persons important to our past.
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history.

#### **CALIFORNIA ASSEMBLY BILL 52 OF 2014**

As of July 1, 2015, AB 52 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources". Assembly Bill (AB) 52 establishes, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria:

- 1) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

#### *California Health and Safety Code §7050.5*

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined if the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.

#### *California Public Resources Code §5097.98*

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code §7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant or "MLD") it believes to be

descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

#### *California Senate Bill 18 of 2004*

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005); "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places." SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9)
- and Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995).

### **c. Local Regulations**

#### *Huntington Park Historic Preservation Ordinance*

In 2006 the City of Huntington Park adopted a historic preservation ordinance (Title 9, Chapter 3, Article 18) which allowed for the designation of significant public or semi-public interior spaces and signage, in addition to landmarks and historic districts. The City maintains a small list of historic resources that includes single-family homes, civic structures and one historic district. The ordinance also includes provisions for local designation criteria for Historic Resources, Historic Signs, and Historic Districts.

According to the historic preservation ordinance a 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:

1. Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State or Nation.
2. Associated with the lives of persons who are significant in the history of the City, Region, State or Nation.
3. 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 to the City, Region, State or Nation, or that possesses high artistic values that are of City, Regional, State-wide or National significance.

4. Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State or Nation.

According to the historic preservation ordinance, a Historic Sign shall include all signs designated historically significant by the Historic Preservation Commission and such sign that 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.

According to the historic preservation ordinance, 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 NRHP Bulletin #21: "Defining Boundaries for National Register Properties" and the following criteria:

1. The grouping of properties [is] unified by planned or physical development or a significant and distinguishable entity of Citywide importance.
2. 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).

Under Section 9-3.1811, proposed alterations to a historical resource designated on the HPHR are subject to review and require a Certificate of Appropriateness or Certificate of No Effect, as approved by the Community Development Director or Historic Preservation Commissioner, respectively. A Certificate of No Effect may be issued if it is determined proposed work involving a locally designated historical resource would not diminish, eliminate or adversely affect the historic character of the subject property or the district in which it is located. If the proposed work does not meet the requirements of a Certificate of No Effect, a Certificate of Appropriateness is required. Approval is granted if it is determined the design and materials of the proposed work conform to appropriate design guidelines and do not undermine the elements of the historical resources that contribute to its historic, architectural, cultural, technological and/or educational significance, among other requirements.

Under Section 9-3.1812, proposed work that would involve the demolition of a locally designated historical resource is subject to the approval of a Certificate of Demolition. Relevant provisions require the applicant and/or City to pursue alternatives to demolition, including the reuse or relocation of the property.

#### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several land use goals, policies, and actions related to cultural and historical resources as part of the Land Use and Urban Design Elements. The following goals, policies, and actions are applicable to the proposed project (Huntington Park 1991):

#### **LAND USE ELEMENT**

The Land Use Element describes existing land use patterns and provides the physical framework for land use and development in the City. The Land Use Element also contains policies to improve the City's visual quality and livability, including its compatibility between neighborhoods, mixed-use

areas, commercial areas, and industrial areas. It includes specific goals and policies which encourage the restoration and rehabilitation of historical and cultural resources.

describes the economic context and sets out goals and policies to stimulate development, maintain fiscal health, and support other efforts to enhance the City's economy (Huntington Park 1991).

### **URBAN DESIGN ELEMENT**

The Urban Design Element further builds on the Land Use Element, focusing on the quality and character of public areas and private development in the City. The Urban Design Element describes the goals, policies, and design concepts regarding the preservation and improvement of historical resources within the City (Huntington Park 1991).

## **4.4.3 Impact Analysis**

### **a. Methodology and Thresholds of Significance**

If a project may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project would have a significant effect on the environment (CEQA Guidelines §Section 15064.5[b]). Impacts would be significant if the project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
3. Disturb any human remains, including those interred outside of formal cemeteries.

Threshold 1 broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, analysis under Threshold 1 has been limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold 2.

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation. Removal, demolition, or alteration of historical resources can permanently impact the historic fabric of an archaeological site, structure, or historic district.

The State Legislature, in enacting the CRHR, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse. A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have significant effect on the environment (CEQA Guidelines §Section 150645[b]). A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CEQA Guidelines §Section 150645[b][1]).

The CEQA Guidelines further state that “[t]he significance of an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in the California Register ... local register of historic resources... or its identification in an historic resources survey.” As such, the test for determining whether or not the project will have a significant impact on identified historical resources is whether it will materially impair physical integrity of the historic resource such that it could no longer be listed in the CRHR or a local landmark program.

## **b. Project Impacts and Mitigation Measures**

**Threshold 1:** Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

**Impact CUL-1 DEVELOPMENT FACILITATED BY THE HOUSING ELEMENT AND GENERAL PLAN UPDATE HAS THE POTENTIAL TO CAUSE A SIGNIFICANT IMPACT ON A HISTORIC RESOURCE IF DEVELOPMENT BY THE PROJECT WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF THAT RESOURCE. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

---

To evaluate the potential impacts of the proposed project on historical resources, the proposed activities of the project were analyzed according to known and potentially eligible resources. This analysis was completed in accordance with the provisions and requirements of applicable federal and state laws and regulations governing the identification and management of cultural resources. To determine whether development facilitated by the proposed project had the potential to impact known historical resources, the locations of all known historical resources and Opportunity Sites were reviewed to determine whether any potential development sites contained known historical resources. In addition, all Opportunity Sites listed in the proposed project inventory were also reviewed using information from the Los Angeles County Office of the Assessor and historical aerial imagery to determine if they meet the minimum age requirement for historical resources, generally considered to be 45 years (NETROnline 2022). Because specific building/property ages were not available in some cases, the historical aerial imagery analysis can determine if any Opportunity Site contains buildings and/or structures that meet the minimum age requirement for historical resources.

There are no known or potential historical resources located on any Opportunity Site, however, there are two known historical resources listed, or determined eligible for listing, in the NRHP, CRHR, or HPHR located immediately adjacent to one or more Opportunity Sites. Development facilitated by the proposed project would not directly affect either of these historical resources but could cause indirect effects through the introduction of new visual elements in their respective settings. Because the areas surrounding both known historical resources are densely urbanized and have been subject to periodic redevelopment, any new development facilitated by the proposed project would be generally consistent with existing conditions in an urbanized area and unlikely to alter the existing setting of the area, resulting in impacts to historical resources. As a result, development under the proposed project would not cause significant impacts to these two known historical resources.

In addition, a review of assessor data historical aerial imagery identified 79 Opportunity Sites that contain buildings currently meet the 45-year age threshold for consideration as a historical resource or will meet this threshold over the life of the proposed project (2021-2029). As such these sites

may contain yet-unidentified historical resources. An inventory of Opportunity Sites documenting the presence of buildings that meet, or will meet, the age threshold for consideration as historical resources is included in Appendix F, Cultural Resources Site Inventory.

The City of Huntington Park has adopted policies and regulations to minimize impacts to historical resources. Urban Design Element Policies 7.1 and 7.3 of the City of Huntington Park General Plan includes measures that generally promote the recognition and protection of historical resources. Land Use Element Policy 3.4 encourages the restoration and rehabilitation of properties eligible for inclusion on the NRHP, while Urban Design Element Policy 7.2 generally provides for the preservation of important historical resources through the development and adoption of the City's historic preservation ordinance. The City's historic preservation ordinance, City of Huntington Park Municipal Code, Title 9 Chapter 3, Article 18, provides procedures for the local designation of historic properties and mitigation of development-related impacts to locally designated properties through reuse and relocation. However, the mitigative elements of the ordinance apply only to historical resources listed on the HPHR and do not explicitly protect those listed on the NRHP or CRHR. Although these General Plan policies and historic preservation ordinance measures provide certain protections for historical resources, development facilitated by the proposed project could potentially cause a substantial adverse change in a historical resource.

Although the proposed project does not propose the demolition, destruction, removal, or alteration of any property, it is possible that demolition, destruction, removal, or alteration of historical resources would occur from development facilitated by the proposed project. As addressed in Mitigation Measure CUL-1, prior to any development activity facilitated by the proposed project that would result in the alteration, demolition, or removal of a building or structure 45 or more years of age, a project would be required to have a qualified historian or architectural historian to record and evaluate the building or structure to determine if it qualifies as a historical resource eligible for listing on the NRHP, CRHR, or HPHR. Implementation of MM CUL-1 and applicable policies of the General Plan and City of Huntington Park Municipal Code will reduce most potential impacts to historical resources to a less-than-significant level. However, if demolition or other alterations causing material impairment of a historical resource's significance would occur as a result of the proposed project, impacts would be significant and unavoidable.

## **Mitigation Measures**

### *Mitigation Measure CUL-1 Historical Built Environment*

A historical resources evaluation shall be prepared for any development under the proposed project involving a property containing buildings, structures, or other built environment features that are 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history as defined in 36 CFR Part 61. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All built environment features 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms and attached to a report that shall be submitted to the City for review and concurrence.

If historical resources are identified within the project area of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated in a manner consistent with Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). Pursuant to CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS, and copies shall be filed with the City of Huntington Park, Department Community Development, Planning and Zoning Division prior to issuance of any permits for demolition or alteration of the historical resource.

### **Significance After Mitigation**

Compliance with Land Use and Community Development Element Policy 20 and Resource Management Element Policy 13 of the City of Huntington Park General Plan, Title 9, Chapter 3, Article 18 of the Huntington Park Municipal Code, and MM CUL-1 would reduce most potential impacts to historical resources to a less than significant levels. However, if development requires the demolition or alteration of a historical resource which is not consistent with the Standards, those impacts would be considered significant and unavoidable.

|                   |                                                                                                                              |
|-------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? |
| <b>Threshold:</b> | Would the project disturb any human remains, including those interred outside of formal cemeteries?                          |

### **Impact CUL-2      DEVELOPMENT OF THE HOUSING ELEMENT AND GENERAL PLAN UPDATE COULD ADVERSELY AFFECT IDENTIFIED AND PREVIOUSLY UNIDENTIFIED ARCHAEOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION,**

Since it is known that prehistoric populations were present in Huntington Park and the surrounding areas, the potential to encounter unidentified resources in the City and on residential Opportunity Sites is considered moderate. Undeveloped properties in the proposed project inventory have a higher probability of containing previously unidentified archaeological resources given the probable lack of previous ground-disturbing activities on those properties. Additionally, ground-disturbance into undisturbed soils on any proposed project property could contain previously unknown prehistoric or historic-period resources.



Further, human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. While no known burial sites have been identified in the City, the possibility of encountering human remains in undeveloped areas is always extant. Therefore, excavations during construction activities could have the potential to disturb these resources, which could include Native American burial sites.

Existing regulations within Section 5097 of the California PRC address the treatment for unanticipated human remains. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains, protecting them from disturbance, vandalism, or destruction. They also include established procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the Native American Heritage Commission to resolve any related disputes.

### **Mitigation Measures**

Development projects that require ground disturbance (grading, trenching, foundation work, and other excavations) beyond five feet below ground surface (bgs) where it was not previously excavated beyond five feet bgs, shall comply with City of Huntington Park General Plan Policies. In addition, the following requirements shall apply:

#### *CUL-2(a) Worker's Environmental Awareness Program*

Prior to the commencement of any ground-disturbing activities, a qualified archaeologist shall be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Archaeological sensitivity training will include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

#### *CUL-2(b) Unanticipated Discovery of Archaeological Resources*

In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the immediate area (approximately 50 feet) of the discovery until it can be evaluated by a qualified archaeologist who meets or exceeds the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983).

Construction shall not resume in the immediate area of the discovery until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, additional work may be required. Avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible, additional mitigation will be required, such as data recovery through excavation. Should data recovery be required, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information

contained in the archaeological resource. The City shall consult with interested Native American representatives affiliated with the area in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

*CUL-2(c) Archaeological Resources and Native American Monitors*

During initial ground disturbing activities related to the proposed development projects, monitoring shall be conducted under the supervision of a qualified archaeologist who meets or exceeds the Secretary of the Interior's professional qualification standards for archaeology (National Park Service 1983) and a locally affiliated Native American monitor from an interested Tribe for all construction activities, in accordance with City of Huntington Park General Plan Policies. Initial ground disturbance is defined as disturbance within previously undisturbed native soils. If, during initial ground disturbance, the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), the qualified archaeologist may recommend that monitoring be reduced or eliminated, in consultation with the Native American monitor and the applicant.

**Significance After Mitigation**

Compliance the City of Huntington Park General Plan Policies, as well as Section 9-3.1801 of the Huntington Park Municipal Code, and MMs CUL-2(a) and CUL-2(b) has the potential to reduce possible significant impacts to archaeological resources to a less than significant level. It should be noted, individual projects will have to determine their impact significance at the time of ground disturbing activities.

|                   |                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?                        |
| <b>Threshold:</b> | Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? |

**Impact CUL-3 and 4 DEVELOPMENT ACCOMMODATED BY THE HOUSING ELEMENT AND GENERAL PLAN UPDATE COULD ADVERSELY IMPACT TRIBAL CULTURAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION THROUGH CONSULTATION CONDUCTED PURSUANT TO THE REQUIREMENTS OF AB 52 AND SB 18.**

Ground-disturbing activities associated with individual development projects under the proposed project could expose previously unidentified subsurface archaeological resources that may qualify as Tribal cultural resources and could be adversely affected by the project construction. Given the highly developed nature of most project and rezone properties, the likelihood of encountering intact cultural or Tribal cultural resources is low to moderate.

As part of its Tribal cultural resource identification process under AB 52 and SB 18, Huntington Park sent letters via certified mail to four Native American Tribes that had previously requested to be informed through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the Tribes. On September 30, 2022, Chairman Andrew Salas of the Gabrielino Band of Mission Indians, Kizh Nation responded that “we agree with the General Plan, proposed project. However, our Tribal government would like to request consultation for all future projects within this location.” The City has not received any additional requests for consultation.

The City also requested a review of the SLF by the NAHC and received a response on October 3, 2022, that the search of the SLF was negative. The NAHC requested that the City contact an additional list of contacts, and the City sent letters to this group on October 10, 2022. To date, the City has not received any responses for additional consultation under AB 52 or SB 18.

The project is part of a high-level planning document. It remains a possibility that Tribal cultural resources may be present within geographic areas affiliated with Tribal organizations. Adherence to the requirements of AB 52 and SB 18 would require Tribal consultation with local California Native American Tribes prior to implementation of any project activities which are subject to CEQA. In compliance with AB 52 and SB 18, a determination of whether project-specific substantial adverse effects on Tribal cultural resources or traditional tribal cultural places (cultural places) would occur along with identification of appropriate project-specific avoidance, minimization, or mitigation measures would be required. Due to the programmatic nature of the proposed program, it is not possible to fully determine impacts, however, no Tribal cultural resources or cultural places were identified during consultation and no resources eligible for the CRHR or local register were identified as being impacted by the proposed program. Any future project implementation would require project-specific Tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated.

AB 52 and SB 18 consultation did not identify Tribal cultural resources or cultural places in the proposed project areas as part of this analysis. Project-specific Tribal cultural resource consultation will occur when discretionary action is required for specific projects in the City, and consultation conducted pursuant to the requirements of AB 52. In addition, Mitigation Measures CUL-2(a) and CUL-2(b) would be implemented on all undeveloped properties and properties that require ground-disturbing activities.

## **Mitigation Measures**

Mitigation Measures CUL-2(a) and CUL-2(b) would address potential impacts to Tribal cultural resources.

## **Significance After Mitigation**

Mitigation Measures CUL-2(a) and CUL-2(b) would reduce impacts to Tribal cultural resources to a less than significant level.

### **4.4.4 Cumulative Impacts**

The cumulative setting for cultural and tribal cultural resource impacts is the city of Huntington Park. Cumulative development under the project could possibly disturb areas that may contain prehistoric and historic-period cultural resources. While there is the potential for significant cumulative impacts to prehistoric and historic-period cultural resources, it is anticipated that

potential impacts associated with individual projects would be subject to City policies and local and state regulations regarding the protection of such resources, as well as the mitigation measures for the proposed project. With compliance to existing policies and regulations, future development under the project would be required to avoid or mitigate the loss of these resources. The impacts to cultural and tribal cultural resources would not be considered cumulatively considerable with the standard conditions of approval and mitigation described above. Therefore, significant cumulative resource impacts would not occur.

## 4.5 Energy

---

This section analyzes energy consumption due to the potential direct and indirect environmental impacts associated with future development accommodated through Project implementation. Such impacts include non-renewable resources (e.g., oil, natural gas, coal, etc.) depletion and air pollutant emissions during short-term construction and long-term operations. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*.

### 4.5.1 Environmental Setting

Energy relates directly to environmental quality as it can adversely affect air quality and other natural resources. Fossil fuels are burned to create electricity to power homes and vehicles, which creates heat. Transportation energy use relates to the fuel efficiency of cars and trucks, and the availability and use of public transportation, the choice of different travel modes (auto, carpool, and public transit), and the miles traveled by these modes. Construction and routine operation and maintenance of infrastructure also consume energy, as do residential land uses, typically in the form of natural gas and electricity.

The City of Huntington Park (City) is located in south central Los Angeles County, approximately six (6) miles south of downtown Los Angeles, 18 miles inland from the Pacific Ocean, and 1.9 miles west of the Los Angeles River. Huntington Park lies entirely within Township 2 South, Range 13 West, Section 11 San Bernardino Principal Meridian of the United States (U.S.) Geological Survey's (USGS') California 7.5-minute topographic quadrangle. The proposed project is bound by the City of Vernon and the City of Los Angeles to the north, the City of Bell to the east, the City of South Gate to the south, and the unincorporated community of Walnut Park to the south and west.

#### **Electricity/Natural Gas Services**

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. SCE maintains overhead and underground lines in the City to serve the energy demands of local residents and businesses.

#### *Energy Usage*

Energy usage is typically quantified using the British Thermal Unit (Btu). Total energy usage in California was 6,923 trillion Btu's in 2020 (the most recent year for which this specific data is available), which equates to an average of 175 million per capita. Of California's total energy usage, the breakdown by sector is 12.6 percent transportation, 8.5 percent industrial, 13.1 percent commercial, and 10.2 percent residential. In California, electricity and natural gas consumption is generally by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally by transportation-related energy use (EIA, 2020). In 2018, net taxable gasoline sales (including aviation gasoline) in California accounted for 15,589,042,965 gallons of gasoline (California Department of Tax and Fee Administration [CDTFA] 2023). The electricity consumption attributable to Los Angeles County's residential and nonresidential land uses from 2013 through 2021 is shown in Table 4.5-1. Residential and nonresidential demand have both remained relatively constant between 2008 and 2016, with no substantial increase. The natural gas

consumption attributable to residential and nonresidential land uses in Los Angeles County from 2013 through 2021 is shown in Table 4.5-2, Residential and Nonresidential Natural Gas Consumption in Los Angeles County. As shown in Table 4.5-2, residential and nonresidential demand have declined between 2013 and 2020 with a slight increase in nonresidential consumption from 2017-2019.

**Table 4.5-1 Residential and Nonresidential Electricity Consumption in Los Angeles County**

| Year | Nonresidential Electricity Consumption<br>(million kilowatt-hours) | Residential Electricity Consumption<br>(million kilowatt-hours) |
|------|--------------------------------------------------------------------|-----------------------------------------------------------------|
| 2021 | 44437.63                                                           | 20937.09                                                        |
| 2020 | 42736.77                                                           | 22913.10                                                        |
| 2019 | 46105.55                                                           | 20699.47                                                        |
| 2018 | 47361.08                                                           | 20525.59                                                        |
| 2017 | 47960.38                                                           | 20671.69                                                        |
| 2016 | 49095.00                                                           | 20295.26                                                        |
| 2015 | 49066.21                                                           | 20436.65                                                        |
| 2014 | 49178.07                                                           | 20745.74                                                        |
| 2013 | 47727.85                                                           | 20614.33                                                        |

Source: California Energy Consumption Data Management System, 2023

**Table 4.5-2 Residential and Nonresidential Gas Consumption in Los Angeles County**

| Year | Nonresidential Natural Gas Consumption<br>(million therms) | Residential Natural Gas Consumption<br>(million therms) |
|------|------------------------------------------------------------|---------------------------------------------------------|
| 2021 | 1743.42                                                    | 1137.58                                                 |
| 2020 | 1698.69                                                    | 1238.00                                                 |
| 2019 | 1812.59                                                    | 1235.73                                                 |
| 2018 | 1813.72                                                    | 1107.78                                                 |
| 2017 | 1840.58                                                    | 1115.46                                                 |
| 2016 | 1766.99                                                    | 1110.87                                                 |
| 2015 | 1676.34                                                    | 1084.70                                                 |
| 2014 | 1715.22                                                    | 1078.65                                                 |
| 2013 | 1743.55                                                    | 1321.88                                                 |

Source: California Energy Consumption Data Management System, 2023

**Gasoline/Diesel Fuels**

Daily automotive fuel consumption in Los Angeles County from 2013 to 2021 is shown in Table 5-3, Daily Automotive Fuel Consumption in Los Angeles County. As shown in Table 5-3, automotive fuel consumption in the County has declined slightly since 2013.

**Table 4.5-3 Daily Automotive Fuel Consumption in Los Angeles County**

| Year | Gas Consumption (million gallons)* | Diesel Fuel Consumption (million gallons)* |
|------|------------------------------------|--------------------------------------------|
| 2021 | 3,061                              | 224                                        |
| 2020 | 2,770                              | 299                                        |
| 2019 | 3,559                              | 276                                        |
| 2018 | 3,638                              | 253                                        |
| 2017 | 3,659                              | 301                                        |
| 2016 | 3,577                              | 309                                        |
| 2015 | 3,465                              | 328                                        |
| 2014 | 3,749                              | 267                                        |
| 2013 | 3,445                              | 239                                        |

Source: California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15), 2023.

\* Estimated totals

## Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard and Health and Safety Code Section 38566 [Senate Bill (SB) 32]). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with many alternative fuels including the following:

*Biodiesel* is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations but fueling stations have been slow to make it available.

*Electricity* can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. The electricity grid usually provides electricity used to power vehicles, which store it in the vehicle's batteries. Fuel cells are being explored to use electricity generated on board the vehicle to power electric motors. Electrical charging stations are available throughout Los Angeles County.

## 4.5.2 Regulatory Setting

### a. Federal Regulations

#### *Energy Policy and Conservation Act*

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA), a part of the United States Department of Transportation (USDOT), for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (USEPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards.

### *National Energy Policy Act of 1992*

The National Energy Policy Act of 1992 (EPACT92) calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain federal, state, and local governments and private operators to stock vehicle fleets with a percentage of light duty alternative fuel vehicles each year. In addition, EPACT92 has financial incentives: federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of alternative fuel vehicles. EPACT92 also requires states to consider a variety of incentive programs to help promote alternative fuel vehicles.

### *Energy Policy Act of 2005*

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

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

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard, requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon (mpg) by 2020 – an increase in fuel economy standards of 40 percent

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.

### *Corporate Average Fuel Economy Standards*

The Corporate Average Fuel Economy (CAFE) standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy and GHG emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards generally become more stringent with time, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. October 15, 2012 Table I-1). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The Clean Air Act (42 United States Code [USC] Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the USEPA and NHTSA announced the adoption of phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower carbon dioxide (CO<sub>2</sub>) emissions by approximately 1.9 billion metric tons of CO<sub>2</sub> and reduce oil consumption by up to 3.9 billion barrels



over the lifetime of the vehicles sold under the program (77 Federal Register 62665 et seq. October 15, 2012 Table I-22).

NHSTA and USEPA finalized the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 miles per gallon (mpg) and 204 grams of CO<sub>2</sub> per mile for passenger cars and 31.3 mpg and 284 grams of CO<sub>2</sub> per mile for light duty trucks (83 Federal Register 42989 August 24, 2018, Table I-1 and Table I-2).

#### *Construction Equipment Fuel Efficiency Standard*

U.S. EPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were to be completely phased in by the end of 2015.

#### *Energy Star Program*

In 1992, USEPA introduced Energy Star® as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specification for maximum energy use established under the program are certified to display the Energy Star® label. In 1996, USEPA joined with the Energy Department to expand the program, which now also includes qualifying commercial and industrial buildings, as well as homes (Energy Star 2022).

### **b. State Regulations**

#### *Warren-Alquist Act*

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures.

#### *California Energy Action Plan*

The CEC is responsible for preparing the California Energy Action Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The 2008 California Energy Action Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

### *Assembly Bill 2076: Reducing Dependence on Petroleum*

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and California Air Resources Board (CARB) prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

### *Integrated Energy Policy Report*

Senate Bill 1389 (Chapter 568, Statutes of 2002) required the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety. The most recent assessment, the *2021 Integrated Energy Policy Report*, highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy and provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2021).

### *California Renewable Portfolio Standard and Senate Bill 100*

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), and SB 100 (2018), California's Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045. SB 100 also states "that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045." The CPUC and the CEC are jointly responsible for implementing the program.

### *Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015*

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. SB 350 also requires doubled energy efficiency savings in electricity and natural gas for retail customers through increased efficiency and conservation by December 31, 2030.

### *Assembly Bill 1493: Reduction of Greenhouse Gas Emissions*

Assembly Bill 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the state apply for a waiver under the federal Clean Air Act. Although the USEPA initially denied the waiver in 2008, the USEPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.

#### *Assembly Bill 1007: State Alternative Fuels Plan*

AB 1007 (Chapter 371, Statutes of 2005) required the CEC to prepare a state plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative, nonpetroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

#### *Bioenergy Action Plan, Executive Order S-06-06*

Executive Order (EO) S-06-06, April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. EO S-06-06 also calls for the State to meet a target for the use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the State
- Reduce fire danger, improve air and water quality, and reduce waste

#### *Title 24, California Code of Regulations (CCR)*

CCR, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. The CEC established Title 24 in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated on an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2019, the CEC updated Title 24 standards with more stringent requirements effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2022 update was adopted August 11, 2021 and goes into effect January 1, 2023. Energy efficient buildings require less

electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

#### *Part 6 (Building Energy Efficiency Standards)*

Part 6 of Title 24 contains the 2016 Building Energy Efficiency Standards for new residential and CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The most current standards are the 2019 Title 24 standards. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018). Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards. The CEC adopted the 2022 Energy Code on August 11, 2021, and applies starting January 1, 2023. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements, expands solar and battery storage standards, and other stricter requirements.

#### *California Green Building Standards Code (2019), CCR Title 24, Part 11*

California's green building code, referred to as CALGreen, was developed to provide a consistent approach to green building within the State. CALGreen lays out the minimum requirements for newly constructed residential and nonresidential buildings to reduce GHG emissions through improved efficiency and process improvements. The requirements pertain to energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. It also includes voluntary tiers to further encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design.

#### *Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy*

SCAG functions as the Metropolitan Planning Organization for six counties, including Los Angeles County, wherein the City of Huntington Park is located. As the designated Metropolitan Planning Organization, SCAG is required by federal law to prepare and update a long-range regional transportation plan, keep up with Clean Air Act requirements, monitor system performance, and develop SCS to achieve GHG reduction targets set by CARB.

On September 1, 2020, SCAG's Regional Council adopted an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as the 2020-2045 RTP/SCS or Connect SoCal. The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies of the 2016-2040 RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. The 2020-2045 RTP/SCS projects growth in employment, population, and households at the regional, county, city, town and neighborhood levels. These projections take into account economic and demographic trends, as well feedback from SCAG's

jurisdictions. The 2020-2045 RTP/SCS “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The 2020-2045 RTP/SCS continues efforts to better align transportation investments and land use decisions to improve mobility and reduce GHGs by bringing housing, jobs and transit closer together. SCAG has determined that the 2020-2045 RTP/SCS would achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region.

### **c. Local Regulations**

#### *City of Huntington Park General Plan*

Huntington Park’s General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements.

The Open Space and Conservation Element includes two sections: 1) Open Space and Conservation Goals and Policies, 2) the Conservation Plan, and 3) the Open Space Plan. The Conservation Plan directs the City to conserve and protect the natural resources and energy. Requirements under Title 24 of the California State Code pertain to building insulation (such as caulking, double-glazed windows, and weather stripping), to conserve energy. The City will continue to implement these requirements and other state and federal energy conservation standards.

**Goal 3.0:** Conserve energy resources through the use of available technology and conservation practices.

**Policy 3.1:** Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

**Policy 3.2:** Maintain local legislation to establish, update, and implement energy performance building code requirements in accordance with State Title 24 energy regulations.

### **4.5.3 Impact Analysis**

#### **a. Methodology and Thresholds of Significance**

The following thresholds of significance were developed in accordance with Appendix F and Appendix G of the CEQA Guidelines. Energy-related impacts would be significant if the proposed project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Threshold 4.5-1)
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Threshold 4.5-2)

Public Resources Code Section 21100(b)(3) states that an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” The physical environmental impacts associated with the use of energy, including the generation of electricity and burning of fuels, have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*. Energy consumption is analyzed herein in terms of construction and operational energy.

To note, construction activities would temporarily create a higher demand for energy supplies. The extent of energy use generated by construction equipment would depend on the quantity of equipment used and the hours of operation for each project.

Operational energy demand accounts for the anticipated energy consumption during operation of the development facilitated by the project, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to, lighting, water conveyance, and air conditioning.

## **b. Project Impacts and Mitigation Measures**

**Threshold 1:** Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

**Impact E-1            IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN A POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES DURING PROJECT CONSTRUCTION NOR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

Overall, the proposed project does not involve development of land uses or patterns that would cause wasteful, inefficient, or unnecessary operational fuel consumption. Impacts would be less than significant in this regard.

Future development would consume limited, slow renewable and non-renewable resources. This consumption would occur during each individual project’s construction phase and would continue throughout its operational lifetime. Future development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to/from individual development sites. Construction would require the consumption of the following resources (e.g., construction supplies), which are non-renewable or which may renew so slowly as to be considered non-renewable: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

The resources that would be committed to future development operations would be like those that are currently consumed within the City. These would include energy resources such as electricity and natural gas, petroleum-based fuels (e.g., gasoline and diesel for vehicle trips), fossil fuels (i.e., oil and natural gas), and water. Fossil fuels would represent the primary energy source associated with both short-term construction and long-term operations, and the existing, finite supplies of these natural resources would be incrementally reduced. Future development operations would occur in accordance with California Code of Regulations (CCR) Title 24, Part 6, which sets forth

conservation practices that would limit energy consumption. However, energy requirements would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Future development within the City 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.

In summary, future development construction and operations would result in the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of the individual developments. However, continued use of such resources would be on a relatively small scale of 80 opportunity sites in a regional context. Although Project implementation would result in irreversible environmental changes, such changes would not be considered significant.

## **Mitigation Measures**

No mitigation measures would be required.

## **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**Impact E-2      IMPLEMENTATION OF THE HOUSING ELEMENT UPDATE WOULD NOT CONFLICT WITH NOR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As described under Impact E-1, above, the project includes policies intended to improve the efficiency and effectiveness of the transportation system and provide options for alternative transportation. In summary, the proposed project would not result in an increased reliance on fossil fuels or a decreased reliance on renewable energy sources and is consistent with applicable policies regarding energy conservation and renewable energy.

Once the project is adopted, the proposed project would be consistent with the City of Huntington Park General Plan 2030 Resource Management Element, which encourages the use of renewable energy, energy conservation and energy efficiency techniques in all new building design, orientation and construction and support of alternative transportation and fuels.

As discussed in Section 4.5.2, *Regulatory Setting*, several State plans include energy conservation and energy efficiency strategies intended to enable the State and the City to achieve GHG reduction and energy conservation goals. A full discussion of the project's consistency with GHG reduction

plans is included in Section 4.7, *Greenhouse Gas Emissions*. As shown in Table 4.5-4, development facilitated by the project would be consistent with (and not conflict with nor obstruct) State and local renewable energy and energy efficiency plans.

**Table 4.5-4 Consistency with State Renewable Energy and Energy Efficiency Plans**

| Renewable Energy or Energy Efficiency Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Assembly Bill 2076: Reducing Dependence on Petroleum.</b> Pursuant to AB 2076, the CEC and CARB prepared and adopted a joint-agency report, <i>Reducing California's Petroleum Dependence</i> , in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand.                                                                                                                                                                                                                                                                | <b>Consistent.</b> The proposed project would encourage housing development in urbanized areas that are near transit, employment, and services, thereby encouraging the use of active transportation (walking, biking) and public transit, and reducing the city's per capita VMT.                                                                                                                                                                                                                                                                                                                                 |
| <b>2019 Integrated Energy Policy Report.</b> The 2019 report highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy, as well as provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system.                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Consistent.</b> Development facilitated by the project would be required to comply with the City Code, which mandates the implementation of Title 24. Given these features, the project would facilitate decarbonization of buildings (removing GHG emissions from the building's energy use), the increase in energy efficiency savings, and integration of more renewable energy into the electricity system. Therefore, the project would not conflict with or obstruct implementation of the 2019 Integrated Energy Policy Report.                                                                          |
| <b>California Renewable Portfolio Standard.</b> California's RPS obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Consistent.</b> Electricity suppliers in the City are required to generate electricity that would increase renewable energy resources to 60 percent by 2030 and 100 percent by 2045. Thus, the project would not conflict with or obstruct implementation of the California Renewable Portfolio Standard.                                                                                                                                                                                                                                                                                                       |
| <b>Energy Action Plan.</b> In the October 2005, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state's ongoing actions in the context of global climate change. The nine major action areas in the EAP include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change. | <b>Consistent.</b> Development facilitated by the project would be required to comply with the City Code, which mandates the implementation of Title 24. The project would encourage housing development in urbanized areas that are near transit, employment, and services, thereby encouraging the use of active transportation (walking, biking) and public transit, and reducing the City's per capita VMT. Given these features, the project would facilitate implementation of the nine major action areas in the EAP. Therefore, the project would not conflict with or obstruct implementation of the EAP. |
| <b>AB 1007: State Alternative Fuels Plans.</b> The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Consistent.</b> The project would not interfere with or obstruct the production of biofuels in California. Vehicles used by future residents would be fueled by gasoline and diesel fuels blended with ethanol and biodiesel fuels as required by CARB regulations. Therefore, the project would not conflict with or obstruct implementation of                                                                                                                                                                                                                                                                |



| Renewable Energy or Energy Efficiency Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Proposed Project Consistency                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>production of biofuels without causing a significant degradation of public health and environmental quality.</p> <p><b>Bioenergy Action Plan, EO S-06-06.</b> The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050.</p>                                                                                                                                                                                                                                                                                                                                                | <p>the Bioenergy Action Plan or the State Alternative Fuels Plan.</p>                                                                                                                                                                                                |
| <p><b>Title 24, CCR – Part 6 (Building Energy Efficiency Standards) and Part 11 (CALGreen).</b> The 2019 Building Energy Efficiency Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less.</p> <p>The CALGreen Standards establish green building criteria for residential and nonresidential projects. The 2019 Standards include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts.</p> | <p><b>Consistent.</b> Development facilitated by the project would be required to comply with the City Code, which mandates the implementation of Title 24. Therefore, the project would not conflict with or obstruct implementation of the Title 24 standards.</p> |

In summary, the proposed project would not result in an increased reliance on fossil fuels or a decreased reliance on renewable energy sources and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the project's impact with respect to energy source reliance would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

## 4.5.4 Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for energy consumption is the City of San Leandro. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the city level.

Cumulative development in Huntington Park and throughout southern California would continue to increase concurrently with the region's growing population; however, implementation of future community plans is expected to generally improve the efficiency of energy use. Furthermore, future development would be subject to compliance with the established Federal and State regulatory framework. As mentioned in Section 4.7, *Greenhouse Gases*, SCAG's 2020-2045 RPT/SCS provides a blueprint to integrate land use and transportation strategies to help achieve a coordinated and

balanced regional transportation system as well as reduce energy use and associated GHG emissions within the region.

As described under Impact E-1, development facilitated by the project would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen. Additionally, housing development in infill locations is presumed to lower VMT due to the proximity to office and commercial uses. Therefore, the proposed project's contribution to a significant cumulative energy impact is not cumulatively considerable.

Development facilitated by the project would not result in a wasteful, inefficient, or unnecessary consumption of energy, and operation of the new residential structures would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact.

Overall, the project does not involve development of land uses or patterns that would cause wasteful, inefficient, or unnecessary operational fuel consumption. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact with respect to consistency with renewable energy and energy efficiency plans.

## 4.6 Geology and Soils

---

This section provides an overview of geology and soils and evaluates the impacts associated with the proposed project. Topics addressed include suitability of soil for development; geologic faults; and direct and indirect seismic hazards such as floods, erosion, subsidence, liquefaction, and landslides. This section evaluates whether the proposed project would substantially increase the exposure of people or structures to adverse effects related to seismic activity, unstable geologic materials, or erosion, or cause impacts to paleontological resources or unique geological features compared to existing conditions.

### 4.6.1 Environmental Setting

#### **a. Regional Topography and Geology**

The City of Huntington Park (City) is located in south central Los Angeles County, approximately six (6) miles south of downtown Los Angeles, 18 miles inland from the Pacific Ocean, and 1.9 miles west of the Los Angeles River. Within the Los Angeles basin, the proposed project is bound by the city of Vernon and the City of Los Angeles to the north, the City of Bell to the east, the City of South Gate to the south, and the unincorporated community of Walnut Park to the south and west.. Los Angeles County lies on a diverse geographic and geologic setting, stretching from Santa Monica Mountains of the northwest to the San Gabriel Mountains of the northeast to the Santa Ana Mountains to the southeast, with the Los Angeles Basin covering central and southern Los Angeles County. The Pacific Ocean borders the county to the west and south and to the east lies Orange County and San Bernadino County. Three rivers transverse the Los Angeles basin; the Los Angeles River, the San Gabriel River, and the Rio Hondo River.

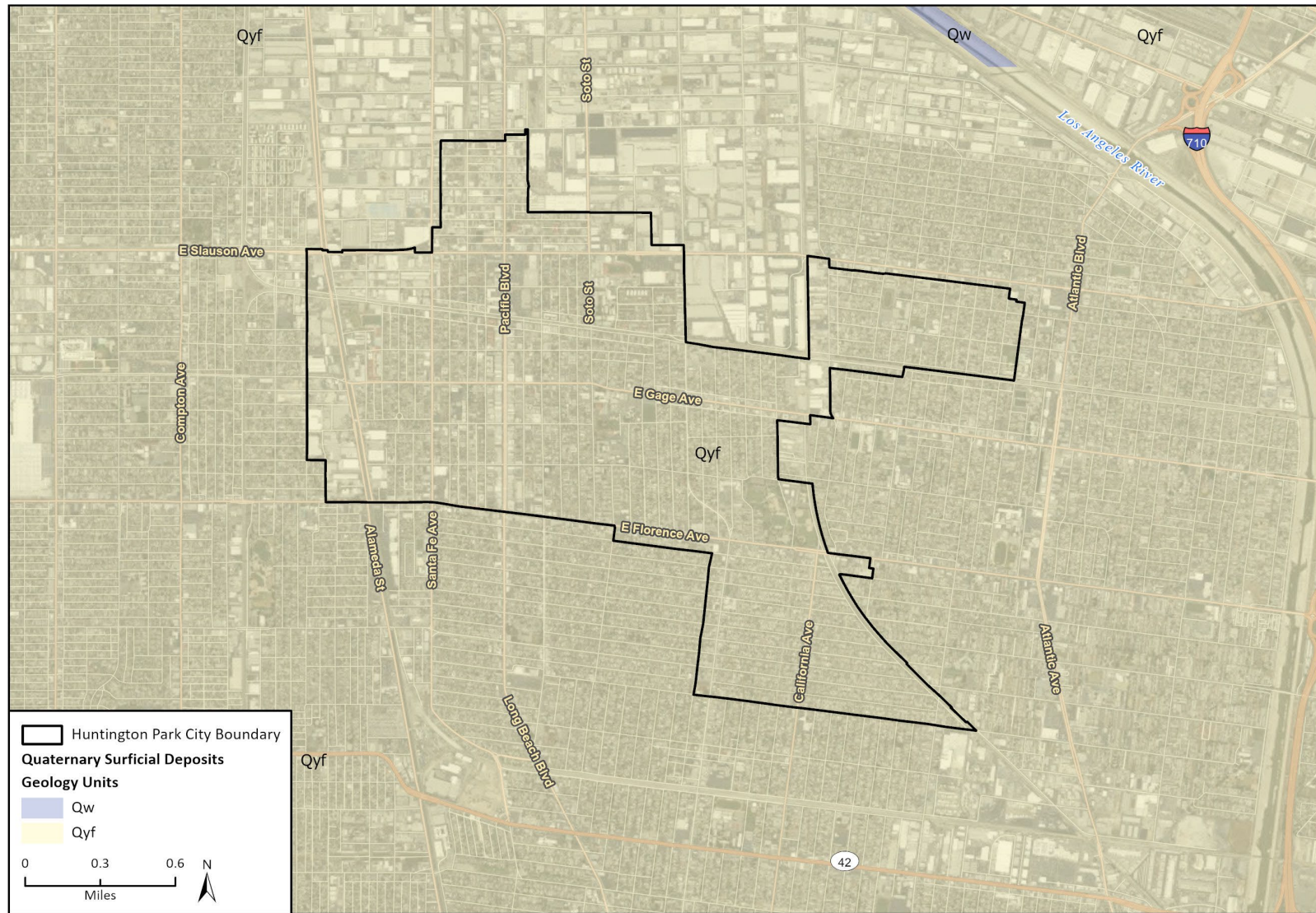
The Los Angeles basin is underlain by a structural depression, parts of which have been the sites of discontinuous deposition since Late Cretaceous age (last period of the Mesozoic era). Continuous subsidence and deposition in late Miocene and Pliocene time caused variations in lithology and thickness in most of the sedimentary rock units. Contemporaneous folding and faulting along with erosion resulted in numerous regional and local unconformities, disconformities, and stratigraphic discontinuities across faults. Figure 4.6-1, below, illustrates geological units and paleontological sensitivity within the City.

Below the unconformity are basement rocks composed of metamorphic and igneous crystalline rocks of Precambrian to early Late Cretaceous age; above the unconformity is a thick succession of marine and non-marine sedimentary and volcanic rocks of Late Cretaceous to Recent age, the superjacent rocks (Yerkes et al. 1965).

#### **b. Geologic Hazards**

Similar to much of California, Huntington Park is located in a seismically active region. The seismic hazards relevant to Huntington Park are described below.

**Figure 4.6-1 Geological Units and Paleontological Sensitivity Within the City of Huntington Park**



Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by CGS, 2022.

21-11410 EPS Draft EIR  
Fig 4.6-1 Huntington Park Geological Units

### *Faulting and Seismically Induced Ground Shaking*

Southern California is a region of high seismic activity. Like most cities in the region, the City of Huntington Park is subject to risks associated with potentially destructive earthquakes. Earthquakes are most common along geologic faults that are planes of weakness or fractures along which rocks have been displaced. Faults are categorized as active, potentially active, and inactive. A fault is classified as active if it has moved during the Holocene time, which consists of approximately the last 11,000 years. A fault is classified as potentially active if it has experienced movement within Quaternary time, which is during the last 1.8 million years. Faults that have not moved in the last 1.8 million years are generally considered inactive. There are no active or potentially active fault lines within the City, however the surrounding region contains many active or potentially active faults. Seismicity, in the Los Angeles basin area historically has been defined by earthquake events along the Palos Verdes Fault, San Andreas Fault, Elysian Park Thrust, Newport-Inglewood Fault, San Jacinto Fault, Whittier-Elsinore Fault, Torrance-Wilmington Fault, and Sierra Madre Fault. Figure 4.6-2 depicts these fault lines in relation to the City.

- The *Palos Verdes Hills Fault* is located 20 miles southwest of the City. The fault is considered capable of generating a maximum credible earthquake of magnitude 7.0 that would cause seismic intensities in the IX to X range, this could result in greater damage than an earthquake on the San Andreas fault due to its proximity to the City.
- The *San Andreas Fault Zone* is located approximately 37 miles to the north and northeast of the City at its nearest point, the total length of the San Andreas Fault Zone is approximately 750 miles. The length and active seismic history of the fault indicates it has a very high potential for large scale movement (magnitude 8.25) in the near future.
- The *Elysian Park Blind Thrust Fault* is located approximately five miles north of the City. The fault was the source of the magnitude 5.9 earthquake near Whittier of 1987. The fault is considered 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 *Newport-Inglewood Fault Zone* is approximately nine miles west of the City. The magnitude 6.4 Long Beach Earthquake of 1933 occurred on the Newport-Inglewood fault. The fault is considered capable of generating a maximum credible earthquake of magnitude of 6.8, with the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 in the area. This type of earthquake would be particularly damaging to older low-rise structures located within the City.
- The *San Jacinto Fault Zone* is located approximately 44 miles to the northeast of the City and is part of the San Andreas Fault System. The fault is considered capable of generating a maximum credible earthquake of magnitude 7.0.
- The *Whittier-Elsinore Fault Zone* is located approximately nine miles east of the City. The fault is considered capable of generating a magnitude 6.6 earthquake.
- 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.
- The *Sierra Madre Fault Zone* is located approximately 15 miles northeast of the City. The Sierra Madre fault system was responsible for the uplift of the San Gabriel Mountains by faulting in response to tectonic compression.

### *Surface Rupture*

Surface rupture represents the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with the earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can be very destructive to structures constructed across active faults. However, the zone of damage is limited to a relatively narrow area along either side of the fault as opposed to seismic ground shaking damage that can be quite widespread. As described above, there are no active fault lines within the City. The closest fault zone is the Elysian Park Blind Thrust Fault, located approximately five miles from the City's northern boundary.

### *Liquefaction and Seismically Induced Settlement*

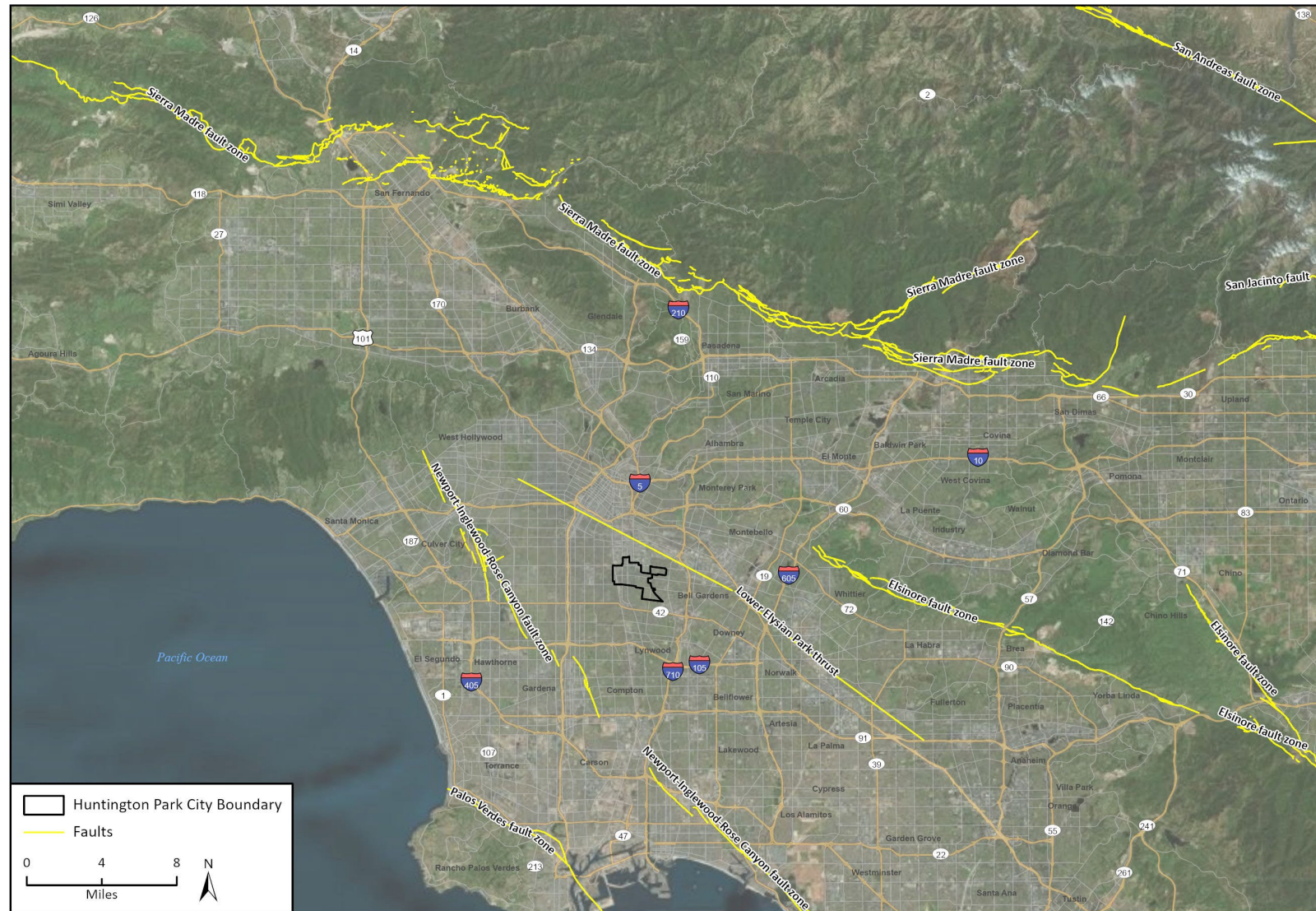
Liquefaction is a seismic phenomenon in which loose, saturated granular and non-plastic fine-grained soils lose their structure/strength when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater within the top 50 feet of the ground surface; 2) low-density non-plastic soils; and 3) high-intensity ground motion. The project site is located in an area that is at an elevated risk for liquefaction, shown Figure 4.6-2. The majority of the City is within a liquefaction hazard zone, as indicated by the California Geological Survey (California Department of Conservation [DOC] 2022c). Areas containing shallow groundwater within 30 feet or less of the ground surface are susceptible to liquefaction hazards during seismic shaking.

### *Landslides and Slope Stability*

Seismic ground shaking can also result in landslides and other slope instability issues. Landslides occur when slopes become unstable, and masses of earth material move downslope. Landslides are usually rapid events, often triggered during periods of rainfall or by earthquakes. Mudslides and slumps are a shallower type of slope failure. They typically affect the upper surficial soils horizons rather than bedrock features. Usually, mudslides and slumps occur during or soon after periods of rainfall, but they can be triggered by seismic shaking. The City has a relatively flat topography, and hazards associated with slope instability, erosion, and landslides are considered unlikely. Additionally, the City of Huntington Park is not within or adjacent to a landslide susceptibility zone (DOC 2022d).



**Figure 4.6-2 Fault Lines in the Vicinity of Huntington Park**



Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by USGS, 2020.

21-11410 EPS Draft EIR  
Fig 4.6-2 Fault Lines in Vicinity of Huntington Park

### *Expansive Soils*

Expansive soils can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils. Expansive soils are typically very fine-grained with a high to very high percentage of clay.

### *Erosion*

Erosion is the wearing away of the soil mantle by running water, wind, or geologic forces. It is a naturally occurring phenomenon and ordinarily is not hazardous. However, excessive erosion can contribute to landslides, siltation of streams, undermining of foundations, and ultimately the loss of structures. Removal of vegetation tends to heighten erosion hazards. Depending on how well protected the soil is from these forces, the erosion process can be very slow or rapid. Construction activities represent the greatest potential cause of erosion.

### *Subsidence*

Subsidence or settlement can occur from immediate settlement, consolidation, shrinkage of expansive soil, and liquefaction. Immediate settlement occurs when a load from a structure or placement of new fill material is applied, causing distortion in the underlying materials. This settlement occurs quickly and is typically complete after placement of the final load. Consolidation settlement occurs in saturated clay from the volume change caused by squeezing out water from the pore spaces. Consolidation occurs over a period of time and is followed by secondary compression, which is a continued change in void ratio under the continued application of the load. Soils tend to settle at different rates and by varying amounts depending on the load weight or changes in properties over an area, which is referred to as differential settlement. Areas underlain by soft sediments or undocumented fills are most prone to settlement.

### *Paleontological Resources*

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in “soil” but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources and, therefore, evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

As shown in Figure 4.6-1, the City of Huntington Park and surrounding area lies on Quaternary young (late to middle Holocene) alluvial fan deposits. Late to middle Holocene alluvial deposits are



too young (i.e., less than 5,000 years old) to preserve fossil resources, but these sediments may grade downward into older, fossiliferous sedimentary deposits of early Holocene or late Pleistocene age. Geologic Setting

Huntington Park is in the Los Angeles Basin situated south of the Santa Monica Mountains within the east-west trending Transverse Ranges geomorphic province and northwest of the Santa Ana Mountains within the north-south trending Peninsular Ranges geomorphic province (California Geological Survey [CGS] 2002). The Los Angeles Basin is approximately 20 miles wide and 50 miles long and is underlain by a deep structural depression, parts of this depression have been sites of discontinuous deposition since Late Cretaceous time and of continuous subsidence and deposition since middle Miocene time (Yerkes, et. al. 1965).

## 4.6.2 Regulatory Setting

### a. Federal Regulations

#### *Clean Water Act*

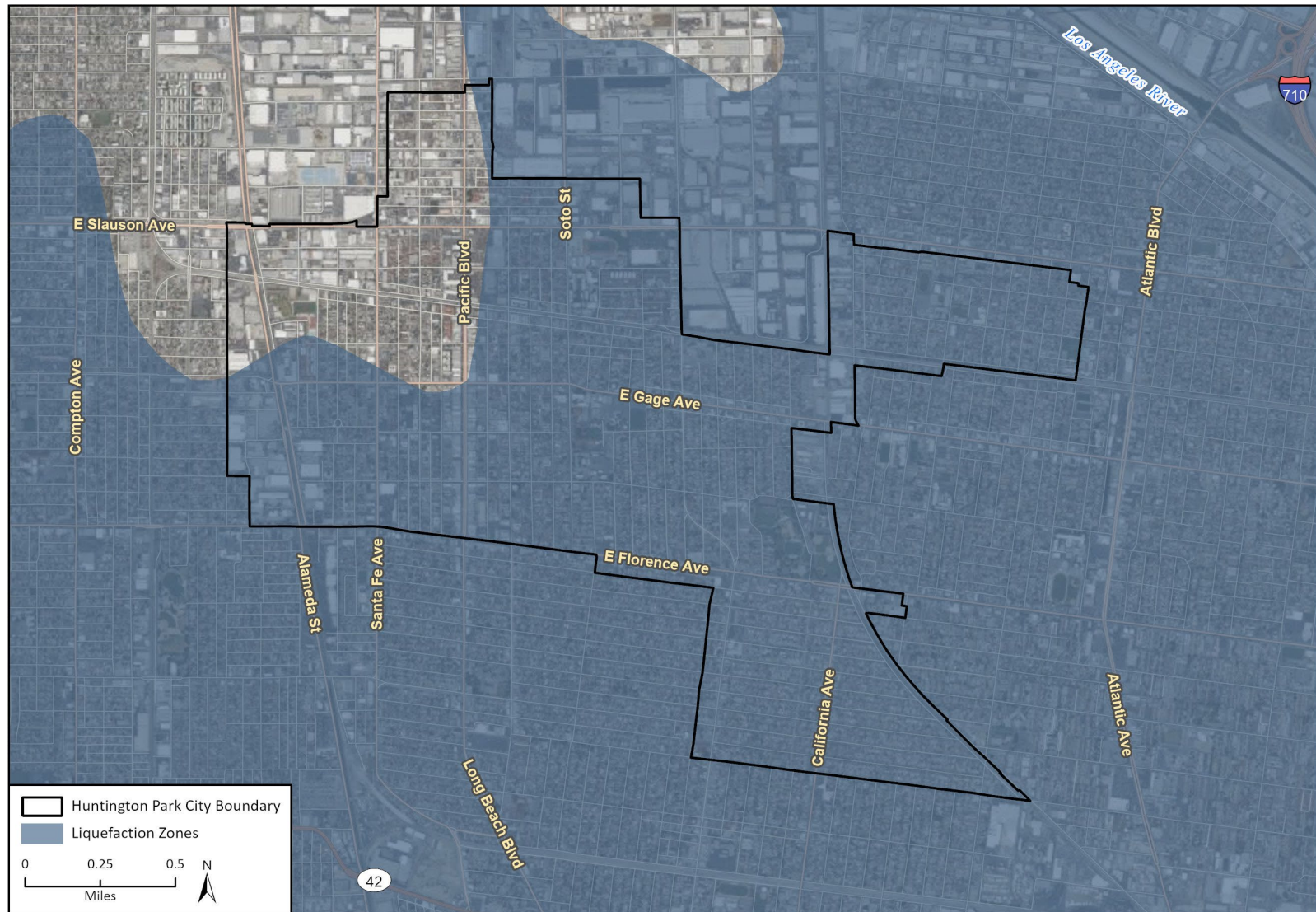
Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. Huntington Park is in a watershed administered by the LARWQCB. Individual projects within Huntington Park that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a storm water pollution prevention plan describing best management practices (BMP) the discharger would use to prevent and retain stormwater runoff and to prevent soil erosion.

#### *Earthquake Hazards Reduction Act*

The Earthquake Hazards Reduction Act was enacted in 1977 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Earthquake Hazards Reduction Act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended by the NEHRP Reauthorization Act of 2004 (Public Law 108-360).

NEHRP’s mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide local planning and building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which a project would be required to adhere.

Figure 4.6-3 Huntington Park Liquefaction Zones



Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by CGS, 2017.

21-11410 EPS Draft EIR  
Fig 4.6-3 Huntington Park Liquefaction Zones

### *U.S. Geological Survey Landslide Hazard Program*

The United States Geological Survey (USGS) created the Landslide Hazard Program in the mid-1970s; the primary objective of the program is to reduce long-term losses from landslide hazards by improving our understanding of the causes of ground failure and suggesting mitigation strategies. The federal government takes the lead role in funding and conducting this research, whereas the reduction of losses due to geologic hazards is primarily a state and local responsibility. In Los Angeles County, plans and programs designed for the protection of life and property are coordinated by the Los Angeles County Office of Emergency Services.

## **b. State Regulations**

### *California Building Code*

The California Building Code (CBC), Title 24, Part 2 provides building codes and standards for the design and construction of structures in California. The CBC is a regulatory tool that includes building code standards to address geologic and seismic hazards. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. It requires, among other things, seismically resistant construction and foundation and soil investigations prior to construction. The CBC also establishes grading requirements that apply to excavation and fill activities and requires the implementation of erosion control measures. The City is responsible for enforcing the 2022 CBC, or most current CBC version, within Huntington Park.

The referenced codes and standards include requirements for evaluations of geologic conditions at future project sites and design and construction standards to address geologic hazards. Geotechnical investigations are performed to identify the geologic conditions at a site and to evaluate whether a proposed project is feasible given the existing geological conditions. The Geotechnical report must be completed by a California licensed professional and must provide recommendations for foundation and structural design to address any geologic hazards. Such reports are required under the following conditions:

- New structures are designed under the California Building Code in accordance with CBC 1803.5.11 and CBC 1803.5.12.
- New structures designed under the California Residential Code and located in a seismic hazard zone in accordance with CRC R401.4. This requirement does not apply to new accessory structures including utility sheds, garages and accessory dwelling units.
- New structures within a delineated earthquake fault zone:
  - A single-family wood-frame or steel-frame dwelling exceeding two stories or when any dwelling is part of a development of four or more dwellings. Public Resources Code Chapter 7.5
  - Multi-family and commercial of any kind.
- Alterations or additions to any structure within a seismic hazard zone which exceed either 50 percent of the value of the structure or 50 percent of the existing floor area of the structure. Public Resources Code Chapter 7.8
- In accordance with CBC 1803.5.2 and CRC R401.4.1 where design values exceed the presumptive values or the classification, strength or compressibility of the soil is in doubt.
- Where deep foundations will be used, a geotechnical investigation shall be conducted in accordance with CBC 1803.5.5.

For new structures assigned to Seismic Design Category C, D, E or F, a geotechnical investigation shall be conducted in accordance with CBC 1803.5.11.

#### *Alquist-Priolo Earthquake Fault Zoning Act*

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971, magnitude 6.6 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to regulate development near the surface traces of active faults to mitigate the hazard of surface fault rupture. The Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive. Essentially, this Act contains two requirements: (1) it prohibits the location of most structures for human occupancy across the trace of active faults; and (2) it establishes Earthquake Fault Zones and requires geologic/seismic studies of most proposed development within 50 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur.

#### *Seismic Safety Act*

The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

#### *Seismic Hazards Mapping Act*

The Seismic Hazards Mapping Act (the Act) of 1990 was passed into law following the destructive October 17, 1989, magnitude 6.9 Loma Prieta earthquake. The Seismic Hazards Mapping Act directs the California Geological Survey CGS to delineate Seismic Hazard Zones, to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards, such as liquefaction, landslides, amplified ground shaking, and inundation by tsunami or seiche. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones. CGS maintains these required maps.

### *California Public Resources Code*

Section 5097.5 of the Public Resources Code states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Here “public lands” means those owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) undertaken by others.

### **c. Local Regulations**

#### *Los Angeles County All-Hazards Mitigation Plan*

The Los Angeles County Hazard Mitigation Plan, adopted in 2019, assesses the County’s vulnerabilities to various hazards and presents mitigation strategy, including goals, objectives, and actions that the County will strive to implement over the next five years. These hazards include earthquakes and landslides. The hazard mitigation plan seeks to identify opportunities for reasonable mitigation actions and sets out a five-year implementation plan.

#### *City of Huntington Park Natural Hazards Mitigation Plan*

The Huntington Park Natural Hazards Mitigation Plan, adopted in October 2004, includes resources and information to assist City of Huntington Park agencies, organizations, and citizens in mitigating risk from natural hazards, including earthquakes and landslides.

#### *City of Huntington Park General Plan*

Huntington Park’s General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several geology, soils, and paleontology goals, policies, and actions as part of the Safety Element. The Safety Element goals, policies, and actions are applicable to the proposed project concerning seismic hazards (Huntington Park 1991):

### **SAFETY ELEMENT**

The Safety Element describes the natural and man-made hazards that require special consideration in the land use planning and development process. The Safety Element establishes goals, policies, and specific measures to minimize seismic and underground pipeline danger to residents, workers, and visitors (Huntington Park 1991).

### *City of Huntington Park Municipal Code*

The City of Huntington Park lists several policies within its Municipal Code to mitigate potential geologic hazards. Article 8-1.03 requires a soils and geology report for all development within the City. Seismic design guidelines and requirements are detailed in HPMC Chapter 9-2.18.

## 4.6.3 Impact Analysis

### **a. Methodology and Thresholds of Significance**

The following thresholds are based on CEQA Guidelines Appendix G. For purposes of this EA, impacts related to geology and soils are considered significant if implementation of the Project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - a. 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.
  - b. Strong seismic ground shaking
  - c. Seismic-related ground failure, including liquefaction.
  - d. Landslides
2. Result in substantial soil erosion or the loss of topsoil
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirectly risks to life or property
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

### **Paleontological Resources Sensitivity**

Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits within which fossils are buried and physically destroy the fossils. Since fossils are the remains of prehistoric animal and plant life, they are nonrenewable. Such impacts have the potential to be significant and, under the *CEQA Guidelines*, may require mitigation. Sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

The discovery of a vertebrate fossil locality is of greater significance than that of an invertebrate fossil locality, especially if it contains a microvertebrate assemblage. The recognition of new vertebrate fossil locations could provide important information on the geographical range of the

taxa, their radiometric age, evolutionary characteristics, depositional environment, and other important scientific research questions. Vertebrate fossils are almost always significant because they occur more rarely than invertebrates or plants. Thus, geological units having the potential to contain vertebrate fossils are considered the most sensitive.

The SVP outlines in its Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. The SVP (2010) describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrates or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically, or stratigraphically, taxonomically, or regionally. The paleontological sensitivity of the project site has been evaluated according to the following SVP (2010) categories, which are presented below.

### **High Potential (Sensitivity)**

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than recent, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant. Full-time monitoring is typically recommended during any project-related ground disturbance in geologic units with high sensitivity.

### **Low Potential (Sensitivity)**

Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic (processes affecting an organism following death, burial, and removal from the ground), phylogenetic species (evolutionary relationships among organisms), and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations.

### **Undetermined Potential (Sensitivity)**

Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

## No Potential

Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources. For geologic units with no sensitivity, a paleontological monitor is not required.

### b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

**Impact GEO-1** THE PROJECT SITE IS NOT WITHIN AN ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE, THEREFORE THERE WOULD BE NO IMPACT.

---

Huntington Park is within the seismically active Southern California region, which may experience moderate to potentially severe ground shaking from earthquakes generated on known faults within 60 miles (approximately 100 kilometers) of Huntington Park. However, there are no Alquist-Priolo Earthquake Fault Zones within City limits. The active fault nearest to the project site is the Newport-Inglewood-Rose-Canyon fault, located approximately 4.75 miles southwest of City limits. Since there are no known active or potentially active faults passing through Huntington Park, the potential of on-site ground rupture due to movement on an underlying fault is not considered a significant hazard. Therefore, development facilitated by the proposed project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault and impacts would be less than significant.

### Mitigation Measures

No mitigation measures would be required.

### Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

**Impact GEO-2** DEVELOPMENT FACILITATED BY THE PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO A RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING. WITH COMPLIANCE OF APPLICABLE LAWS AND REGULATIONS, THE IMPACT WOULD BE LESS THAN SIGNIFICANT.

---

Huntington Park is located in the seismically active region of Southern California and is subject to ground shaking associated with seismic activities. As discussed above in Environmental Setting, there are no active or potentially active fault lines within the City, however the surrounding region contains many active or potentially active faults. Seismicity, in the Los Angeles basin area historically has been defined by earthquake events along the Palos Verdes Fault, San Andreas Fault, Elysian Park Thrust, Newport-Inglewood Fault, San Jacinto Fault, Whittier-Elsinore Fault, Torrance-Wilmington



Fault, and Sierra Madre Fault. All Housing Element Opportunity Sites would be exposed to risk involving strong seismic ground shaking.

In general, all future housing development facilitated by the proposed project must demonstrate conformance with seismic design guidelines and requirements contained the CBC and in the City's Building Code (HPMC Chapter 8-1) and requirements would be confirmed through the design review procedures (HPMC Chapter 9-2.18). The CBC contains design and construction regulations pertaining to seismic safety for buildings, which covers issues such as ground motion, soil classifications, redundancy, drift, and deformation compatibility. The City's Grading Permit requires a geotechnical investigation, which would include conclusions and recommendations addressing grading procedures, soil stabilization during and post-construction, foundation design, and slope stability. The report would also include recommendations for corrective measures relative to other potential site geotechnical issues such as temporary shoring, interim slopes during construction, expansive soils, liquefaction, collapsible soils, consolidation, undocumented fill, compressible material, soil erosion, seepage, and landslides.

In particular, the following policies are included in the updated language to the Draft General Plan Safety Element, which are intended to ensure seismic hazards are avoided.

- **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 soil 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.

Thus, with the incorporation of proper engineering design and required compliance with CBC and city policies and requirements would minimize the risk to life or property associated with seismic shaking hazards, therefore, this impact would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 3:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

**Impact GEO-3 DEVELOPMENT FACILITATED BY THE PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO A RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION. WITH COMPLIANCE OF APPLICABLE LAWS AND REGULATIONS, THE IMPACT WOULD BE LESS THAN SIGNIFICANT.**

---

As described above, liquefaction is a potential hazard associated with certain types of soil and subsurface conditions. Liquefaction occurs when saturated or partially saturated and unconsolidated soils lose strength in response to stress, typically from earthquakes. This phenomenon can result in damage to infrastructure and foundations. The majority of the City is within a liquefaction hazard zone (DOC 2022c).

Areas containing shallow groundwater within 30-feet or less of the ground surface are susceptible to liquefaction hazards during seismic shaking. Implementation of the proposed project would increase residential development and infrastructure that may be exposed to hazards associated with liquefaction. However, adherence to applicable engineering standards and required compliance with CBC and other City requirements would minimize the risk to life or property associated with liquefaction hazards. This impact would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 4:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

**Impact GEO-4 DEVELOPMENT FACILITATED BY THE PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO A RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES. WITH COMPLIANCE OF APPLICABLE LAWS AND REGULATIONS, THE IMPACT WOULD BE LESS THAN SIGNIFICANT.**

---

The City of Huntington Park and the surrounding area has a relatively flat topographic relief, and hazards associated with slope instability, erosion, and landslides are considered unlikely. The entirety of Huntington Park is not located within a landslide hazard zone (DOC 2022c). Future residential development facilitated by the proposed project would be subject to permit approval and required to adhere to all federal, State, and local requirements for avoiding and minimizing seismic-related impacts (i.e., strong seismic shaking or ground failure including liquefaction and landslides), including the City's Building Code (HPMC Chapter 8-1) and subject to existing State requirements and standards.

Considering these requirements, including the HPMC requirement for preparation of geotechnical investigations for housing developments, which would include conclusions and recommendations addressing grading procedures, soil stabilization during and post-construction, foundation design, and slope stability, the proposed project would result in a less than significant impact concerning potential exposure to seismic-related hazards relating to landslides. Therefore, impacts would be less than significant, and no mitigation is required.

## **Mitigation Measures**

No mitigation measures would be required.

## **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                  |
|--------------------------------------------------------------------------------------------------|
| <b>Threshold 5:</b> Would the project result in substantial soil erosion or the loss of topsoil? |
|--------------------------------------------------------------------------------------------------|

**Impact GEO-5** WITH ADHERENCE TO APPLICABLE LAWS AND REGULATIONS, THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

---

Implementation of residential development under the proposed project would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. Erosion on graded slopes could cause downstream sedimentation impacts. Other related impacts resulting from substantial short-term erosion or loss of topsoil include topography changes and the creation of impervious surfaces. Short-term construction-related erosion would be addressed through compliance with the NPDES program, which requires implementation of a Storm Water Pollution Prevention Plan (SWPPP) and BMPs intended to reduce soil erosion.

Future development facilitated by the proposed project would be subject to permits and required to adhere to all federal, State, and local requirements for avoiding and minimizing impacts concerning soil erosion or loss of topsoil, including the City's Building Code (HPMC Chapter 8-1) and the implementation of the requirements to obtain a grading permit from the City. A grading permit would require a Grading Plan and Soils Engineering Report.. Considering the requirements discussed above, future development facilitated by the proposed project would not result in substantial soil erosion or loss of topsoil. Therefore, impacts would be less than significant, and no mitigation is required.

## **Mitigation Measures**

No mitigation measures would be required.

## **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 6:</b> Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact GEO-6** DEVELOPMENT FACILITATED BY THE PROJECT COULD RESULT IN ON OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE DUE TO UNSTABLE SOIL. WITH COMPLIANCE OF APPLICABLE LAWS AND REGULATIONS, THE IMPACT WOULD BE LESS THAN SIGNIFICANT.

---

Seismic hazards in Huntington Park also include the potential for unstable soils that would potentially result in damage to existing or proposed infrastructure, and/or to introduce potential hazards to human health and safety. Unstable soils may include any materials not capable of supporting a selected land use. It is anticipated that site-specific geotechnical evaluations would be

conducted for individual development as the proposed project builds out. Compliance with CBC and other standards discussed in this section would minimize potential adverse effects.

In addition, any future projects would be reviewed for their compliance with General Plan policies, including Health & Safety Policies 1 and 2 which relate to building review regarding seismic hazards. Future development in Huntington Park in areas with identified hazards would be required to appropriately address and be designed to withstand associated hazards to the maximum extent feasible. In general, the proposed project could facilitate developments that would replace older buildings subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects associated with unstable soils. With the implementation of and compliance with state and City regulations, impacts would be reduced to less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 7:** Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

---

### **Impact GEO-7    THERE IS A MINIMAL RISK OF EXPANSIVE SOILS IN HUNTINGTON PARK, THEREFORE IMPACTS ASSOCIATED WITH EXPANSIVE SOILS WOULD BE LESS THAN SIGNIFICANT.**

---

Development facilitated by the project that is constructed on expansive soils could be subject to damage or could become unstable when the underlying soil shrinks or swells. The adverse effects of expansive soils can be avoided through proper subsoil preparation, drainage, and foundation design. In order to design an adequate foundation, it must be determined if the site contains expansive soils through appropriate soil sampling and laboratory soils testing. Expansive soils are identified through expansion tests of samples of soil or rock, or by means of the interpretation of Atterberg limit tests, a standard soils testing procedure. The CBC includes requirements to address soil-related hazards, including testing to identify expansive soils and design specifications where structures are to be constructed on expansive soils. Typical measures to treat expansive soil conditions involve removal, proper fill selection, and compaction. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils. Compliance with the requirements of the CBC, as well as relevant General Plan policies, would reduce impacts related to expansive soils to a less than significant level, and no mitigation measures would be required.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 8:** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**Impact GEO-8** DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD OCCUR ON URBAN SITES THAT WOULD BE SERVED BY EXISTING INFRASTRUCTURE AND WOULD NOT INCLUDE USE OF SEPTIC SYSTEMS. IMPACTS RELATED TO SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WOULD BE LESS THAN SIGNIFICANT.

---

Development facilitated by the proposed project would occur in urban areas with existing wastewater infrastructure located throughout the City. Development of proposed project residential sites within the city under the Housing Element would not require the use of septic systems, because they would be serviced by existing wastewater infrastructure. Therefore, the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, a less than significant impact would occur.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 9:** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**Impact GEO-9** DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT COULD ADVERSELY AFFECT PREVIOUSLY UNIDENTIFIED PALEONTOLOGICAL RESOURCES. IMPACTS TO PALEONTOLOGICAL RESOURCES WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

---

Quaternary young (late to middle Holocene) sedimentary deposits (Qyf) are too young to preserve fossil resources as defined by SVP standards (2010) (i.e., deposits that are less than 5,000 years old cannot, by definition, contain fossils). Late to middle Holocene sedimentary deposits are assigned a low paleontological sensitivity at the surface; however, these units grade downward into older, potentially fossiliferous deposits of early Holocene to Pleistocene age (i.e., early Holocene to Pleistocene age deposits [Qoa]) at unknown depths, that can only be estimated, based on regional geologic setting in the absence of additional data. Accurately assessing the boundaries between younger and older units within the City is generally requires site-specific stratigraphic data, some form of radiometric dating, or fossil analysis from nearby sites.

Conservative estimates of the depth at which paleontologically sensitive units may occur reduce potential for impacts to paleontological resources. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than five feet throughout most of the San Fernando Valley. Sensitive units could occur at depths shallower than five feet on basin margins and near contact points with high sensitivity units. Early Holocene to Pleistocene sedimentary deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California (Jefferson 2010; Paleobiology Database 2023; University of California Museum of Paleontology [UCMP] 2023). Therefore, areas mapped as Quaternary young (middle to late Holocene) sedimentary deposits (Qyf) are assigned a high paleontological sensitivity at depths greater than five feet.

Paleontological resources may be encountered during any ground-disturbing activities associated with construction (e.g., grading, excavation, or other ground disturbing construction activity) in intact (native) geologic units with high paleontological sensitivity. Construction activities may result in the destruction, damage, or loss of undiscovered scientifically important paleontological resources, therefore, impacts to paleontological resources would be potentially significant.

## **Mitigation Measures**

### *GEO-1(a) Paleontological Resources Management*

Housing development projects that require ground disturbance (grading, trenching, foundation work, and other excavations) beyond five feet below ground surface (bgs) on a site located in an area mapped as Quaternary young (Holocene) alluvial fan deposits (Qyf) where it was not previously excavated beyond five feet bgs, shall comply with the following requirements prior to the commencement of any construction activities:

1. The Developer shall retain a qualified professional paleontologist to review project plans to determine if underlying paleontologically sensitive units (i.e., (i.e., Qoa) could be impacted. If potentially significant impacts are identified, the qualified professional paleontologist shall prepare and implement a Paleontological Resources Mitigation Plan (PRMP). The PRMP shall describe mitigation recommendations, including paleontological monitoring procedures; communication protocols to be followed in the event that an unanticipated fossil discovery is made during project development; and preparation, curation, and reporting requirements.
2. As part of a PRMP, require the Qualified Paleontologist or his or her designee to conduct Worker Environmental Awareness Program (WEAP) training for the general contractor, subcontractor(s), and all construction workers participating in earth disturbing activities, regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by on-site personnel. The WEAP shall be fulfilled at the time of a preconstruction meeting. A training acknowledgment form must be signed by all workers who receive the training and retained by the City. In the event a fossil is discovered by construction personnel, all work in the immediate vicinity of the find shall cease and the qualified paleontologist shall be contacted to evaluate the find before re-starting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the mitigation outlined below (GEO-1[b]) to mitigate impacts to significant fossil resources.
3. Conduct monitoring during ground construction activities (i.e., grading, trenching, foundation work, and other excavations). Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who meets the minimum qualifications per standards set forth by the SVP (2010), which includes a B.S. or B.A. degree in geology or paleontology with one year of monitoring experience and knowledge of collection and salvage of paleontological resources. The duration and timing of the monitoring shall be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the Qualified Paleontologist may recommend that monitoring be limited to periodic spot-checking or cease entirely.

### *GEO-1(b) Fossil Discovery, Preparation, and Curation*

If a paleontological resource is discovered at any time during earthmoving activities, the construction contractor shall ensure that all construction activities in the immediate area of the find are halted and diverted, and the City is contacted. A qualified paleontologist shall be retained (if not done so already) to evaluate the discovery. The paleontologist shall have the authority to temporarily direct, divert or halt construction activity around the find until it is assessed for scientific significance and collected to ensure that the fossil(s) can be removed in a safe and timely manner.

Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County [NHMLAC]) along with all pertinent field notes, photos, data, and maps.

### **Significance After Mitigation**

Mitigation Measures GEO-1(a) and GEO-1(b) would reduce impacts to a less than significant level.

### **c. Cumulative Impacts**

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for cumulative geology and soils impacts includes the areas surrounding the Draft Opportunity Sites, which includes most of the City of Huntington Park. scope includes development envisioned under the City of Huntington Park General Plan.

All development in Huntington Park is subject to geological hazards related to seismic activity, including strong ground shaking. Cumulative development in Huntington Park as described in Section 3 of this EA, *Environmental Setting*, would gradually increase population and therefore gradually increase the number of people exposed to potential geological hazards, including effects associated with seismic events such as ground rupture and strong shaking. However, conformance with the current CBC and City's General Plan policies and the other laws and regulations, would ensure that project-specific impacts associated with geology and soils would be less than significant; thereby reducing the potential cumulative impact associated with any single development project to less than significant. Development under the proposed project could also result in soil erosion or the loss of topsoil which could result in cumulative impacts when combined with other development in Huntington Park and the region that might also cause erosion. However, compliance with existing regulations would reduce potential erosion impacts associated with new development. Potential impacts associated with geology and soils would not be cumulatively considerable, and cumulative impacts related to geologic hazards would be less than significant.

Cumulative development in Huntington Park would disturb areas that may contain paleontological resources. However, implementation of Mitigation Measures GEO-1(a) and GEO-1(b) would ensure that project impacts to paleontological resources would not be significant by creating added protections for potentially sensitive paleontological sites. Such compliance, and implementation of these measures along with existing policies and regulations, would ensure that the implementation of the proposed project would not contribute to cumulatively considerable impacts related to paleontological resources. Therefore, significant cumulative paleontological resource impacts would not occur.

*This page intentionally left blank*



## 4.7 Greenhouse Gas Emissions

---

This section identifies and evaluates impacts related to greenhouse gas (GHG) emissions and climate change. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates Earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHGs, and to establish targets and emission reduction strategies for GHG emissions in California. The GHG data supporting this section is included as Appendix D of this Draft EA.

### 4.7.1 Environmental Setting

#### **a. Climate Change and Greenhouse Gases**

Gases that trap heat in the atmosphere are known as GHGs. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation that warms the air. The process is similar to the effect greenhouses have in raising the internal temperature of the structure. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the Earth's temperature, but emissions from human activities (such as fossil fuel-based electricity production and the use of motor vehicles) have elevated the concentration of GHGs in the atmosphere. Scientists agree that this accumulation of GHGs has contributed to an increase in the temperature of the Earth's atmosphere and to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most scientists agree there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are usually by-products of fossil fuel combustion, and CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub>.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO<sub>2</sub> on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).<sup>1</sup>

---

<sup>1</sup> The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2022 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes the GWPs from the Fourth Assessment Report.

### *Carbon Dioxide*

Carbon dioxide (CO<sub>2</sub>) is the primary GHG emitted through human activities. In 2020, CO<sub>2</sub> accounted for about 79% of all U.S. GHG emissions from human activities. CO<sub>2</sub> is naturally present in the atmosphere as part of the Earth's carbon cycle (the natural circulation of carbon among the atmosphere, oceans, soil, plants, and animals). Human activities are altering the carbon cycle—both by adding more CO<sub>2</sub> to the atmosphere, and by influencing the ability of natural sinks, like forests and soils, to remove and store CO<sub>2</sub> from the atmosphere. While CO<sub>2</sub> emissions come from a variety of natural sources, human-related emissions are responsible for the increase that has occurred in the atmosphere since the industrial revolution (U.S. EPA 2022a).

### *Methane*

Methane (CH<sub>4</sub>) is a colorless, odorless gas and is the major component of natural gas. In 2020, methane accounted for about 11 percent of all U.S. GHG emissions from human activities. Human activities emitting methane include leaks from natural gas systems and the raising of livestock. Methane is also emitted by natural sources such as natural wetlands. In addition, natural processes in soil and chemical reactions in the atmosphere help remove CH<sub>4</sub> from the atmosphere. Methane's lifetime in the atmosphere is much shorter than carbon dioxide (CO<sub>2</sub>), but CH<sub>4</sub> is more efficient at trapping radiation than CO<sub>2</sub>. Pound for pound, the comparative impact of CH<sub>4</sub> is 25 times greater than CO<sub>2</sub> over a 100-year period (U.S. EPA 2022a).

### *Nitrous Oxide*

Nitrous oxide (N<sub>2</sub>O) is a clear, colorless gas with a slightly sweet odor. In 2020, nitrous oxide accounted for about seven percent of all U.S. GHG emissions from human activities. Human activities such as agriculture, fuel combustion, wastewater management, and industrial processes are increasing the amount of N<sub>2</sub>O in the atmosphere. Nitrous oxide is also naturally present in the atmosphere as part of the Earth's nitrogen cycle and has a variety of natural sources. Nitrous oxide molecules stay in the atmosphere for an average of 114 years before being removed by a sink or destroyed through chemical reactions. The impact of one pound of N<sub>2</sub>O on warming the atmosphere is almost 300 times that of one pound of carbon dioxide (U. S. EPA 2022a).

### *Fluorinated Gases (HFCs, PFCs and SF<sub>6</sub>)*

Unlike many other GHGs, fluorinated gases have no natural sources and only come from human-related activities. They are emitted through their use as substitutes for ozone-depleting substances (e.g., as refrigerants) and through a variety of industrial processes such as aluminum and semiconductor manufacturing. Many fluorinated gases have very high GWPs relative to other GHGs, so small atmospheric concentrations can have disproportionately large effects on global temperatures. They can also have long atmospheric lifetimes, in some cases, lasting thousands of years. Like other long-lived GHGs, most fluorinated gases are well-mixed in the atmosphere, spreading around the world after they are emitted. Many fluorinated gases are removed from the atmosphere only when they are destroyed by sunlight in the far upper atmosphere. In general, fluorinated gases are the most potent and longest lasting type of GHGs emitted by human activities (U.S. EPA 2022a).

## **b. Greenhouse Gas Emissions Inventory**

### *Global Emissions Inventory*

In 2019, worldwide anthropogenic totals 49,758 billion MT of CO<sub>2</sub>e, which is a 53 percent increase from 1990 GHG levels (Our World In Data 2023). Specifically, 74.4 percent of CO<sub>2</sub>e is from CO<sub>2</sub>, 17.3 percent from CH<sub>4</sub>, 6.2 percent from N<sub>2</sub>O, and 2.1 percent from fluorinated gases were emitted in 2019. The largest source of GHG emissions were energy production and use (includes fuels used by vehicles and buildings), which accounted for 73.2 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 18.4 percent and 5.2 percent, respectively. Waste sources contributed 3.2 percent.

### *United States Emissions Inventory*

U.S. GHG emissions were 6,347.7 MMT of CO<sub>2</sub>e in 2021 or 5,593.5 MMT CO<sub>2</sub>e after accounting for sequestration. Emissions increased by 6.8 percent from 2020 to 2021. The increase from 2020 to 2021 reflects the was driven by an increase in CO<sub>2</sub> emissions from fossil fuel combustion which increased 7 percent relative to previous years and is primarily due to the economic rebounding after the COVID-19 Pandemic (U.S. EPA 2023). In 2020, the energy sector (including transportation) accounted for 81 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 10 percent, 6 percent and 3 percent respectively. (U.S. EPA 2022b).

### *California Emissions Inventory*

California produced 376 MMT of CO<sub>2</sub>e in 2020, which is 47 MMT of CO<sub>2</sub>e lower than 2019 levels. The major source of GHG emissions in California is the energy sector (including transportation), which comprises 81 percent of the state's total GHG emissions. The agriculture sector is the second largest source, comprising 9 percent of the State's GHG emissions while industrial uses and waste account for 6 and 4 percent respectively (U.S. EPA 2022b). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of CO<sub>2</sub>e (CARB 2021). The annual 2030 statewide target emissions level is 260 MT of CO<sub>2</sub>e (CARB 2017).

## **c. Potential Effects Climate Change**

Globally, climate change has the potential to affect numerous environmental resources though impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21<sup>st</sup> century than were observed during the 20<sup>th</sup> century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, with 2013 to 2021 among warmest years from 1880 to 2021. The average global land and ocean surface temperature for January to December 2021 was 0.84°C (1.51 degrees Fahrenheit [°F]) above the 20<sup>th</sup> century average of 13.9°C (57.0°F) (National Oceanic and Atmospheric Administration 2020). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these

findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (California Natural Resource Agency 2018). *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy (California Natural Resource Agency 2018). A summary follows of some of the potential effects that climate change could generate in California.

#### *Air Quality*

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C (4.3°F to 5.8°F) in the next 50 years and by 3.1 to 4.9°C (5.6°F to 8.8°F) in the next century (California Natural Resource Agency 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (California Natural Resource Agency 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to continue to increase. (California Natural Resources Agency 2021).

#### *Water Supply*

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources [CDW] 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (CDW 2018). The Sierra Nevada Mountains snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resource Agency 2018).

### *Hydrology and Sea Level Rise*

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resource Agency 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.3 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration [NASA] 2020). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (NASA 2020). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 0 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resource Agency 2018). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

### *Agriculture*

California has an over \$50 billion annual agricultural industry that produces over a third of the Country's vegetables and two-thirds of the Country's fruits and nuts (California Department of Food and Agriculture [CDFA] 2020). Higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resource Agency 2018). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center [CCCC] 2006).

### *Ecosystems and Wildlife*

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions with higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; California Natural Resource Agency 2018).

## 4.7.2 Regulatory Setting

The following federal, State, and local laws and regulations address climate change and GHG emissions.

### **a. Federal**

#### *Federal Clean Air Act*

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the U.S. EPA has the authority to regulate motor vehicle GHG emissions under the Federal Clean Air Act. The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the U.S. EPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

### **b. State**

#### *California Advanced Clean Cars Program*

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allowed California to implement more stringent vehicle emission standards than those promulgated by the U.S. EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011). However, as a result of the SAFE Vehicles Rule discussed above, California's waiver of Clean Air Act preemption was revoked, thereby rescinding the CARB's authority to implement the Advanced Clean Cars program.

#### *California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)*

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the

main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 million metric tons (MMT of CO<sub>2</sub>e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) of CO<sub>2</sub>e by 2030 and two MT of CO<sub>2</sub>e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

### *2022 Update to the Climate Change Scoping Plan*

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the

anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches" (CARB 2022). Specifically, the 2022 Update includes the following:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of NWL to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

### *Senate Bill 375*

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPO) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline California Environmental Quality Act (CEQA) processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned



targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020<sup>2</sup> and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

### *Senate Bill 1383*

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

As a result, the CARB adopted the Short-Lived Climate Pollutant Reduction Strategy in 2017 and has initiated implementation. SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. CalRecycle has initiated the rulemaking process for these regulations with the proposed regulation text submitted to the Office of Administrative Law in October 2020.

### *Senate Bill 100*

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard (RPS) Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

### *Executive Order B-55-18*

On September 10, 2018, former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

### *California Building Standards Code*

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

---

<sup>2</sup> SCAG met 2020 GHG reduction but confirmation from CARB is still pending.

## **PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE**

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the proposed project because they became effective on January 1, 2023.

## **PART 11 – CALIFORNIA GREEN BUILDING STANDARDS**

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

### *California Integrated Waste Management Act (Assembly Bill 341)*

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995 through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

### *Executive Order N-79-20*

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035;
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible.

EO N-79-20 directs CARB, the Governor’s Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

### *California Climate Crisis Act (AB 1279)*

AB 1279, otherwise known as the California Climate Crisis Act, requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85% below the 1990 levels. AB 1279 requires the CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that

enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in the state. AB 1279 also requires the CARB to submit an annual report.

#### *Clean Energy, Jobs, and Affordability Act of 2022 (SB 1020)*

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. This bill shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling.

### **c. Regional**

#### *Southern California Association of Governments*

On September 3, 2020, SCAG's Regional Council voted to approve and fully adopt the 2020-2045 RTP/SCS, also known as *Connect SoCal*. The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

The SCS technical report of the 2020-2045 RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by CARB; and outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the 2020-2045 RTP/SCS maximizes current voluntary local efforts that support the goals of SB 375. The 2020-2045 RTP/SCS emphasizes new housing and job growth in transit priority areas, livable corridors, high-quality transit areas, and neighborhood mobility areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

SCAG's RTP/ SCS provides specific strategies and tools for successful implementation. These include supporting projects that provide diverse housing choices, focusing growth near destinations and mobility options, leveraging technology innovations such as bike sharing and neighborhood electric vehicles, implementing congestion pricing, improvements to pedestrian infrastructure, and more.

### **d. Local**

#### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over

another. The General Plan lists several greenhouse gas emissions goals, policies, and actions as part of the Open Space and Conservation Element. The following goals, policies, and actions are applicable to the proposed project (Huntington Park 1991):

#### **OPEN SPACE AND CONSERVATION ELEMENT**

The Open Space and Conservation Element describes existing energy conservation patterns in the City. The Open Space and Conservation Element identifies the goals and policies for reducing energy use and emissions through land use, transportation, and energy use planning (Huntington Park 1991).

#### *City of Huntington Park General Plan Environmental Justice Element*

The City of Huntington Park General Plan Environmental Justice Element was adopted in November 2022. The Environmental Justice Element contains a comprehensive set of goals and policies aimed at increasing the role and influence of historically marginalized populations and reducing their exposure to environmental and health hazards. The following goal, policies, and programs from the Environmental Justice Element are relevant to GHG emissions (City of Huntington Park 2022):

**Goal 1:** Protect the Huntington Park community from the harmful effects of pollution exposure.

**Policy 1.5:** Replace City vehicles with zero or low-emissions vehicles, when feasible, for non-commercial and public safety uses in order to work toward a low-emissions City target by 2030.

Program 1.5.1: Develop a low-emissions fleet vehicle plan by the year 2026, with a goal of reducing City vehicle emissions and identifying funding resources, including State-sponsored funding and other grant initiatives to support this effort.

**Policy 1.18:** Encourage the use of ecologically based landscape design principles to support improved air quality by absorbing CO<sub>2</sub>, producing oxygen, and providing shade that reduces energy required for cooling.

Program 1.21.1: As part of the development review process, provide a handout that outlines ecologically based landscape design principles, including the incorporation of parklets, landscaped medians, and landscaping within development.

### 4.7.3 Impact Analysis

#### **a. Methodology and Thresholds of Significance**

GHG emissions for operation of the proposed project were calculated using the CalEEMod, Version 2022.1. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The input data and subsequent emission estimates for development facilitated by the proposed project are summarized below and detailed in Appendix D. At this time, there is not sufficient detail to allow project-level construction analysis and thus it would be speculative to analyze project-level construction GHG emissions. Therefore, construction GHG emissions were not quantified.

## Operational GHG Emissions

### MOBILE SOURCES

Mobile source emissions are generated by the increase in vehicle trips throughout the City associated with development facilitated by the proposed project. Mobile source emissions were estimated using VMT data prepared by Translutions, Inc. and mobile emissions rates from CalEEMod. As shown in Table 4.7-1, development facilitated by the proposed project would gradually increase vehicle trips and VMT. However, VMT per service population would decrease due to reduced trip lengths.

**Table 4.7-1 Vehicle Activity Data for the Housing Element and General Plan Update**

| Activity                                | Existing (2020) | Future + Project (2040) |
|-----------------------------------------|-----------------|-------------------------|
| Total Vehicle Trips                     | 120,315         | 130,404                 |
| Total VMT                               | 1,099,804       | 1,174,656               |
| Total VMT per service population        | 9.14            | 9.01                    |
| VMT = Vehicle Miles Traveled            |                 |                         |
| <sup>1</sup> Quantities include trucks. |                 |                         |
| Source: Translutions 2023               |                 |                         |

### ENERGY SOURCES

Emissions from energy use include electricity and natural gas use. Development facilitated by the proposed project would generate air pollutant emissions using electricity associated with cooling and lighting. Emissions from electricity use only applies to GHG emissions (as the energy is generated off-site and therefore may not be relevant for local and regional air quality conditions) and are calculated by multiplying the energy use by the carbon intensity of the utility district per kilowatt hour (CAPCOA 2022). Development facilitated by the proposed project would be served by Southern California Edison (SCE). Specific energy intensity factors (i.e., the amount of CO<sub>2</sub>e per megawatt-hour) from SCE are used in the calculation of GHG emissions.

The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. The 2022.1 CalEEMod currently incorporates California's 2019 Title 24 building energy efficiency standards. As the Housing, Safety, and Land Use and Community Development Element Update is for the years 2021-2029, projects approved subsequent to December 2022 would be subject to at least 2022 Title 24 standards.

### AREA SOURCES

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2022).

### WATER AND WASTEWATER EMISSIONS

Water used and wastewater produced by a project generate indirect GHG emissions. These emissions are a result of the energy used to supply, convey, and treat water and wastewater. In addition to the indirect GHG emissions associated with energy use, the wastewater treatment

process itself can directly emit both CH<sub>4</sub> and N<sub>2</sub>O. Indoor and outdoor water use is estimated using CalEEMod default values.

## **WASTE SOURCES**

GHG emissions from waste generation were also calculated in CalEEMod and are based on CARB's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CARB 2010). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

### *Refrigerants*

GHG emissions from refrigerants were calculated in CalEEMod and are based on industry data from the US EPA. GHG emissions from refrigerants are associated with building air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment's lifetime and then derives average annual emissions from the lifetime estimate (CAPCOA 2022).

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. To determine whether a project would result in a significant impact to GHG emissions, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

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

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7[c]). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130[f]). As a note, the

CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions." Therefore, a lead agency can make a finding of less-than-significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

Neither the City of Huntington Park nor the County of Los Angeles has adopted a numerical significance threshold for assessing impacts related to GHG emissions or formally adopted a local plan for reducing GHG emissions. Likewise, neither the South Coast Air Quality Management District, (SCAQMD), Office of Planning and Research (OPR), CARB, California Air Pollution Control Officers Association (CAPCOA), nor any other State or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Therefore, the significance of the proposed project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. Operational GHG emissions generated by the proposed project are quantified for informational purposes but are not compared to a numeric threshold.

In the absence of a CEQA-qualified Climate Action Plan (CAP) or GHG reduction plan, the state recommends determining whether a proposed residential or mixed-use residential development would align with the 2022 Scoping Plan by assessing if the project is consistent with all the key project attributes identified in Table 3 of Appendix D of the 2022 Scoping Plan. These attributes are detailed under Impact GHG-1 below in Table 4.7-2. According to the 2022 Scoping Plan "Projects that have all the key project attributes should accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals" (CARB 2022). The 2022 Scoping Plan states that "Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022).

## b. Project Impacts and Mitigation Measures

|                     |                                                                                                                                                           |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> | Would the proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?                  |
| <b>Threshold 2:</b> | Would the proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? |

**Impact GHG-1 IMPLEMENTATION OF THE HOUSING ELEMENT AND GENERAL PLAN UPDATE WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

### *Consistency with Applicable Plans and Policies*

#### **2022 SCOPING PLAN**

The principal state plan to monitor and regulate GHGs is AB 32, the California Global Warming Solutions Act of 2006, which was followed by SB 32. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. According to CARB, California achieved its 2020 GHG emission reduction target in 2016. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to SB 32, the Scoping Plan was created to outline goals and measures for the state to achieve the reductions, the latest iteration of which is the 2022 Scoping Plan. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. Table 4.7-2 demonstrates the proposed project's consistency with the strategies and actions outlined in the 2022 Scoping Plan.

**Table 4.7-2 Consistency with Applicable 2022 Scoping Plan GHG Emission Reduction Strategies**

| Strategy/Action                                                                                                                                                                                                                                                                       | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Actions from Scoping Plan Scenario: Key Residential and Mixed-Use Project Attributes that Reduce GHGs<sup>1</sup></b>                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Transportation Electrification:</b> Provides EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.                                                          | <b>Potential Conflict.</b> As individual project-level details are not available at this stage of project planning, it is unknown how much EV charging infrastructure would be provided by development facilitated by the Housing Element and General Plan Update and if it would meet the most ambitious voluntary standards. Therefore, development facilitated by the Housing Element and General Plan Update could conflict with the transportation electrification action and impacts would be potentially significant. |
| <b>VMT Reduction:</b> Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer) | <b>No Conflict.</b> The proposed project would facilitate the infill development of 2,668 residential units that would redevelop commercial land uses throughout the City. As existing commercial uses that would be redeveloped, the Housing Element opportunity sites are presently served by existing utilities and essential public services.                                                                                                                                                                            |



| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>VMT Reductions:</b> Does not result in the loss or conversion of natural and working lands.                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>No Conflict.</b> The project is an infill and redevelopment of commercial uses to residential uses and would not require the development of natural and working lands.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>VMT Reduction:</b> <ul style="list-style-type: none"> <li>Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or</li> <li>Is in proximity to existing transit stops (within a half mile), or</li> <li>Satisfies more detailed and stringent criteria specified in the region's SCS.</li> </ul>                                                                                                                                                                               | <b>No Conflict.</b> Opportunity housing sites in the Florence/Salt Lake, Pacific/Randolph, and Slauson/ Long Beach areas would be within a half mile of existing LA Metro light rail stations and existing bus stops. Housing opportunity sites within the Huntington Park area would be within a half mile of existing bus stops serviced by LA DOT and LA Metro.                                                                                                                                                                                                                                         |
| <b>VMT Reduction:</b> Reduces parking requirements by: <ul style="list-style-type: none"> <li>Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or</li> <li>Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or</li> <li>For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.</li> </ul> | <b>Potential Conflict.</b> As individual project-level details are not available at this stage of project planning, it is unknown how development facilitated by the proposed project would reduce parking requirements. Therefore, development facilitated by the proposed project could conflict with the VMT reduction action and impacts would be potentially significant.                                                                                                                                                                                                                             |
| <b>VMT Reduction:</b> At least 20 percent of units included are affordable to lower-income residents.                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Potential Conflict.</b> As individual project-level details are not available at this stage of project planning, the percentage of affordable units that would be included in development facilitated by the proposed project is unknown. The Housing Element is required to include affordable units as mandated by state law; however, the total number of affordable units, and the breakdown by individual project, is unknown at this time. Therefore, development facilitated by the proposed project could conflict with this VMT reduction action and impacts would be potentially significant. |
| <b>VMT Reduction:</b> Results in no net loss of existing affordable units.                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>No Conflict.</b> Development facilitated by the project would redevelop existing commercial uses with residential uses and would not remove existing affordable units. Therefore, no net loss of existing affordable housing units would occur.                                                                                                                                                                                                                                                                                                                                                         |
| <b>Building Decarbonization:</b><br>Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.                                                                                                                                                                                                                                                                                                                  | <b>Potential Conflict.</b> Development facilitated by the Housing Element would be required to comply with all State (e.g., Title 24) and local plans for the reduction of GHGs. As individual project-level details are not available at this stage of project planning, it is unknown if all residential units would use all-electric appliances without natural gas connections. Therefore, development facilitated by the proposed project could conflict with the building decarbonization action and impacts would be potentially significant.                                                       |

<sup>1</sup> Taken from Table 3 in Appendix D of the Scoping Plan  
Source: CARB 2022

## 2020-2045 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2020-2040 RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The project’s consistency with the 2020-2045 RTP/SCS is discussed in Table 4.7-3. As shown therein, the project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

**Table 4.7-3 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies**

| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Focus Growth Near Destinations &amp; Mobility Options.</b></p> <ul style="list-style-type: none"> <li>▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations</li> <li>▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</li> <li>▪ Plan for growth near transit investments and support implementation of first/last mile strategies.</li> <li>▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods</li> <li>▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)</li> </ul> | <p><b>No Conflict.</b> The project would facilitate the infill development of 2,668 residential units that would redevelop commercial land uses throughout the City. Development facilitated by the proposed project would be within walking and biking distance of existing residential, commercial, and recreational uses. In addition, the City is serviced by the LADOT and LA Metro bus systems. Opportunity sites located in the Florence/Salt Lake, Pacific/Randolph, and Slauson/Long Beach areas would be within half a mile of major transit stops. Therefore, the project would focus growth near destinations and mobility options.</p> |
| <p><b>Promote Diverse Housing Choices.</b> Preserve and rehabilitate affordable housing and prevent displacement</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>No Conflict.</b> The proposed project would construct 2,668 multi-family units for residents of varying income categories. Development facilitated by the project would increase housing supply and diversity from the existing housing conditions. In addition, the new units would be designed to be more energy efficient and safer than the existing deteriorating buildings. Therefore, the project would promote diverse housing choices.</p>                                                                                                                                                                                           |
| <p><b>Leverage Technology Innovations.</b> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>No Conflict.</b> The project would incorporate all applicable measures of the 2022 CALGreen Building Standards, which are comparable (and more stringent in certain categories) than LEED standards. Thus, development facilitated by the project would require a minimum amount of EV ready and EV charging parking stalls at each residential unit.</p>                                                                                                                                                                                                                                                                                     |

| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Support Implementation of Sustainability Policies.</b><br>Continue to support long range planning efforts by local jurisdictions                                                                                                                                                                                                                                                                                                                                                                        | <b>No Conflict.</b> The project would be designed and operated to meet the applicable requirements of CALGreen. The project would be consistent with the latest Title 24 and CALGreen requirements. Development facilitated by the project would require to follow mandatory measures established by CALGreen that include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. Therefore, the project would support implementation of sustainability policies. |
| <b>Promote a Green Region.</b> <ul style="list-style-type: none"> <li>Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards</li> <li>Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration</li> <li>Promote more resource efficient development focused on conservation, recycling and reclamation</li> </ul> | <b>No Conflict.</b> The project would facilitate the infill development of 2,668 residential units that would redevelop commercial land uses throughout the City. Therefore, the project would not interfere with regional wildlife connectivity or convert agricultural land. The project would comply with applicable conservation policies such as the City's General Plan, Title 24, and CALGreen. Accordingly, the project would support development of a "green" region.                                                   |
| Source: SCAG 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

### GHG Emissions Generation

GHG emissions are provided for informational purposes. Operation of development facilitated by the proposed project would generate GHG emissions associated with area sources, energy and water usage, vehicle trips, wastewater and solid waste generation, and refrigerants. Operational GHG emissions associated with development facilitated by the proposed project are shown in Table 4.7-4. As shown therein, annual emissions from development facilitated by the proposed project would be approximately 6,152 MT of CO<sub>2</sub>e per year. Thus, there is a potential for GHG emissions from the proposed project to contribute to cumulative omissions, proposed mitigation measures will reduce impacts to less than significant levels.

**Table 4.7-4 Annual Operational Emissions of Greenhouse Gases**

| Emission Source                                                                                                | Annual Emissions (MT CO <sub>2</sub> e) |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Mobile                                                                                                         | 389                                     |
| Area                                                                                                           | 899                                     |
| Energy                                                                                                         | 3,946                                   |
| Water                                                                                                          | 299                                     |
| Solid Waste                                                                                                    | 616                                     |
| Refrigerants                                                                                                   | 3                                       |
| <b>Total</b>                                                                                                   | <b>6,152</b>                            |
| MT CO <sub>2</sub> e = metric tons of carbon dioxide equivalent<br>Source: Appendix D for CalEEMod worksheets. |                                         |

## **Mitigation Measures**

### *Mitigation GHG-1 GHG Reduction Actions*

Future individual projects facilitated by the proposed project would be required to implement with the following GHG reduction actions to ensure compliance with the 2022 Scoping Plan or demonstrate how the project would comply with the 2022 Scoping plan without implementing each one or more of these GHG reduction actions.

- **Transportation Electrification.** Future projects under the proposed project shall comply with the most ambitious voluntary standards for transportation electrification in the California Building Standards Code at the time of approval or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the California Building Standards Code voluntary standards.<sup>3</sup>
- **VMT Reduction – Parking.** Future projects under the proposed project shall include one of the following parking reduction requirements or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the parking reduction requirements:
  - Eliminate parking requirements or include the maximum allowable parking ratio ((i.e., the ratio of parking spaces to residential units or square feet); or
  - Provide residential parking supply at a ratio of less than one parking space per dwelling unit; or
  - For multi-family residential development, parking costs to be unbundled from costs to rent or own a residential unit.
- **VMT Reduction – Affordable Housing.** Future projects under the proposed project shall allocate a minimum of 20 percent of units to be designated as affordable or lower income or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting the affordable housing requirements.
- **Building Decarbonization.** Future projects under the Housing Element shall use all-electric appliances without any natural gas connections and shall not use propane or other fossil fuels for space heating, water heating, or indoor cooking. Demonstrating that the future project would still comply with the 2022 Scoping Plan without using all-electric appliances or other fossil fuels for appliances, may be used in lieu of all electric dwelling units.

## **Significance After Mitigation**

Implementation of Mitigation Measure GHG-1 would require future projects developed under the proposed project to comply with the actions in the 2022 Scoping Plan or demonstrate that the future project would still comply with the 2022 Scoping Plan without meeting that specific GHG reduction action. As detailed in the *Thresholds of Significance* discussion above, projects that are consistent with all measures identified in Table 4.7-2 are automatically deemed consistent with the 2022 Scoping Plan Update. Additionally, the 2022 Scoping Plan provides the ability for lead agencies to determine that projects that incorporate some, but not all, of the key project attributes may still be consistent with the State’s climate goals. These determinations must provide substantial evidence to support the conclusion. Therefore, with implementation of Mitigation Measure GHG-1,

---

<sup>3</sup> For reference, the 2022 Title 24 most ambitious voluntary standards require 40 percent of parking spaces be EV ready and a minimum of 15 percent of all parking spaces have EV charging stations. Depending on the year in which subsequent projects are approved, future Title 24 standards may supersede these requirements.

the proposed project would be consistent with State and local policies for reducing GHG emissions and impacts would be less than significant with mitigation incorporated.

### **c. Cumulative Impacts**

The geographic scope for projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed under Impact GHG-1 above, project impacts related to GHG emissions would be less than significant with mitigation as the proposed project would be consistent with the State and local plans for reducing GHG emissions. Therefore, the proposed project's contribution to cumulative GHG impacts would not be cumulatively considerable.

*This page intentionally left blank.*

## 4.8 Hazards and Hazardous Materials

---

This section evaluates the potential impacts associated with exposure to hazards and hazardous materials from implementation of the proposed Housing Element and General Plan Update. This analysis consists of a summary of the existing conditions in Huntington Park, the hazard and hazardous materials regulatory framework, and a discussion of the potential hazardous impacts from development on inventory sites and throughout Huntington Park.

### 4.8.1 Setting

#### a. Definition of Hazardous Materials and Hazardous Waste

The term “hazardous material” has different definitions for different regulatory programs. For the purpose of this EA, the term “hazardous materials” refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines a hazardous material as any material that “because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Hazardous materials include but are not limited to hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity. These types of hazardous materials are defined below:

- **Toxic Substances.** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substances involved and is chemical-specific). Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).
- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, resulting in numerous industrial properties and public landfills becoming dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The National Priorities List (NPL) is the list of national

priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the U.S. EPA in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

Numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking underground storage tanks (USTs) were upgraded under a federal requirement in the late 1980s. Another category of sites that may have some overlap with the types already mentioned is “brownfields” – previously used, often abandoned, sites that due to actual or suspected contamination are undeveloped or underused. Both the U.S. EPA and California Department of Toxic Substances Control (DTSC) maintain lists of known brownfields sites. These sites are often difficult to inventory due to their owners’ reluctance to publicly label their property as potentially contaminated.

## **b. Existing Hazardous Materials Sites**

The locations where hazardous materials are used, stored, treated and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in database lists maintained by various State, Federal, and local regulatory agencies. In addition, Federal, State, and local agencies enforce regulations applicable to hazardous waste generators and users, and the and the Los Angeles County Fire Department Health Hazardous Materials Division tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The use and handling of hazardous materials from these sites is considered low risk, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater due to accidental spills, incidental leakage, or spillage that may have gone undetected. Some facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in Huntington Park is generally based on a search of Federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The DTSC EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The SWRCB GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater.

According to databases of hazardous material sites maintained by the DTSC (EnviroStor) and the SWRCB (GeoTracker), Huntington Park has the following types of hazardous sites that are still active or need further investigation: voluntary cleanup, corrective action, school cleanup, evaluation, tiered permit, State Response, Clean Up Program Site, and Lust Cleanup Site (DTSC 2022; SWRCB 2022). These sites are dispersed throughout Huntington Park and are listed in the Draft Housing Element, Section V. Sites Inventory.



Existing sites that may potentially contain hazardous land uses in Huntington Park include large and small-quantity generators of hazardous waste, such as dry cleaners, gas stations and other industrial uses. According to DTSC and SWRCB, there are 192 open sites containing or potentially containing hazardous materials contamination located within Huntington Park, there are five open sites, including thirteen sites in need of evaluation, thirty-seven cleanup program sites, and five active sites. Figure 4.8-1 shows the hazardous material sites within Huntington Park.

#### *Use, Transport, and Abatement of Hazardous Materials*

The use of hazardous materials is typically associated with industrial land. Activities such as manufacturing, plating, cleaning, refining, and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment.

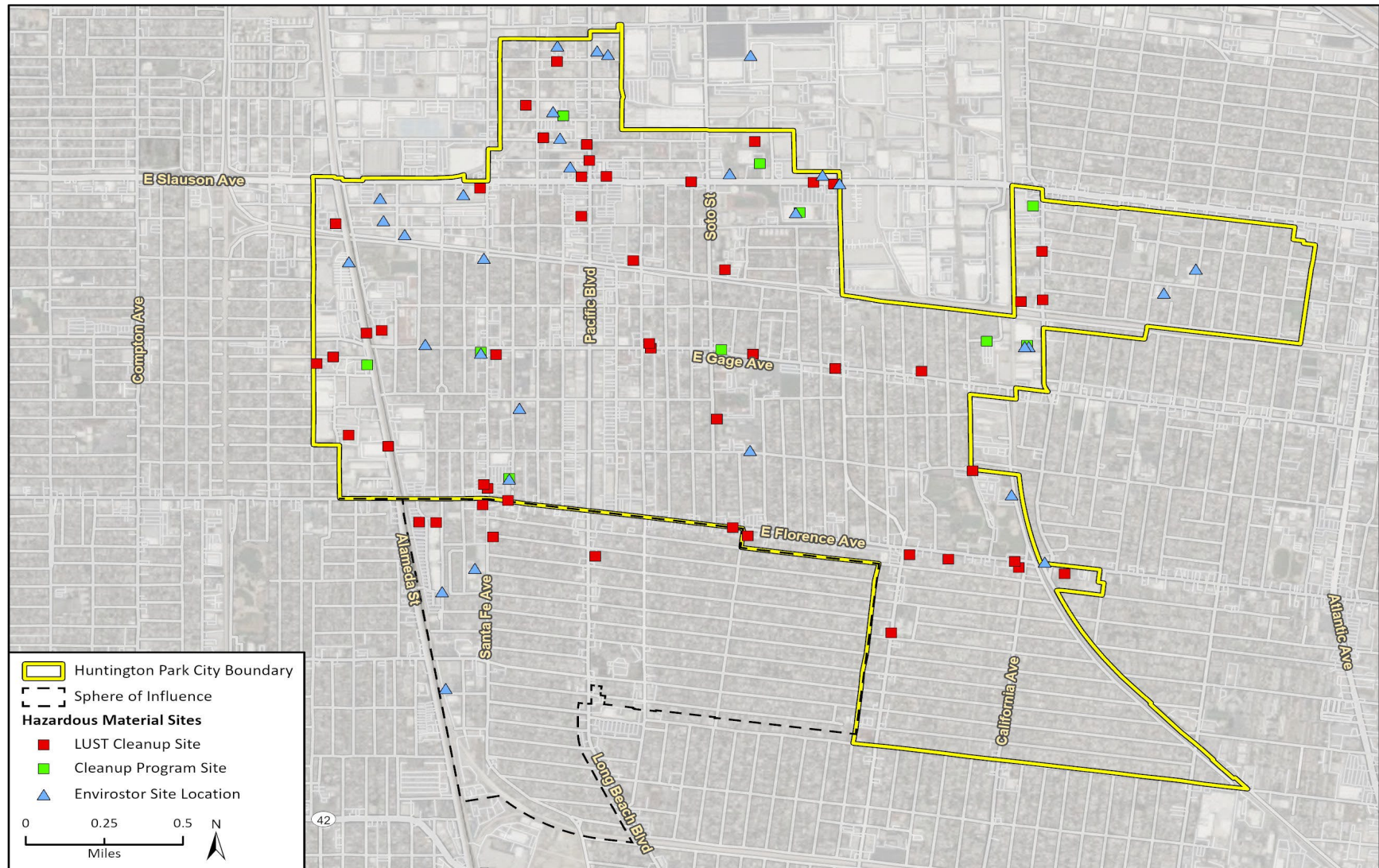
To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. In particular, dry cleaners use cleaning agents considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides, and pesticides. Swimming pool supply stores stock acids, algaecides, and caustic agents. Most commercial businesses occasionally use commonly available cleaning supplies that, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with Federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and waste can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest, which includes forms, reports, and procedures designed to seamlessly track hazardous waste.

#### **c. Asbestos Containing Materials**

Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. Asbestos-containing materials (ACM) were banned by U.S. EPA between the early 1970s and 1991 under the authority of the CAA and the Toxic Substances Control Act (TSCA) due to their harmful health effects. Exposure to asbestos increases risk of developing lung disease, such as lung cancer, mesothelioma, or asbestosis (U.S. EPA 2023a). Common ACMs include vinyl flooring and associated mastic, wallboard and associated joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Pre-1973 commercial and industrial structures are affected by asbestos regulations if damage occurs, or if remodeling, renovation, or demolition activities disturb ACMs.

Figure 4.8-1 Hazardous Material Sites within the City

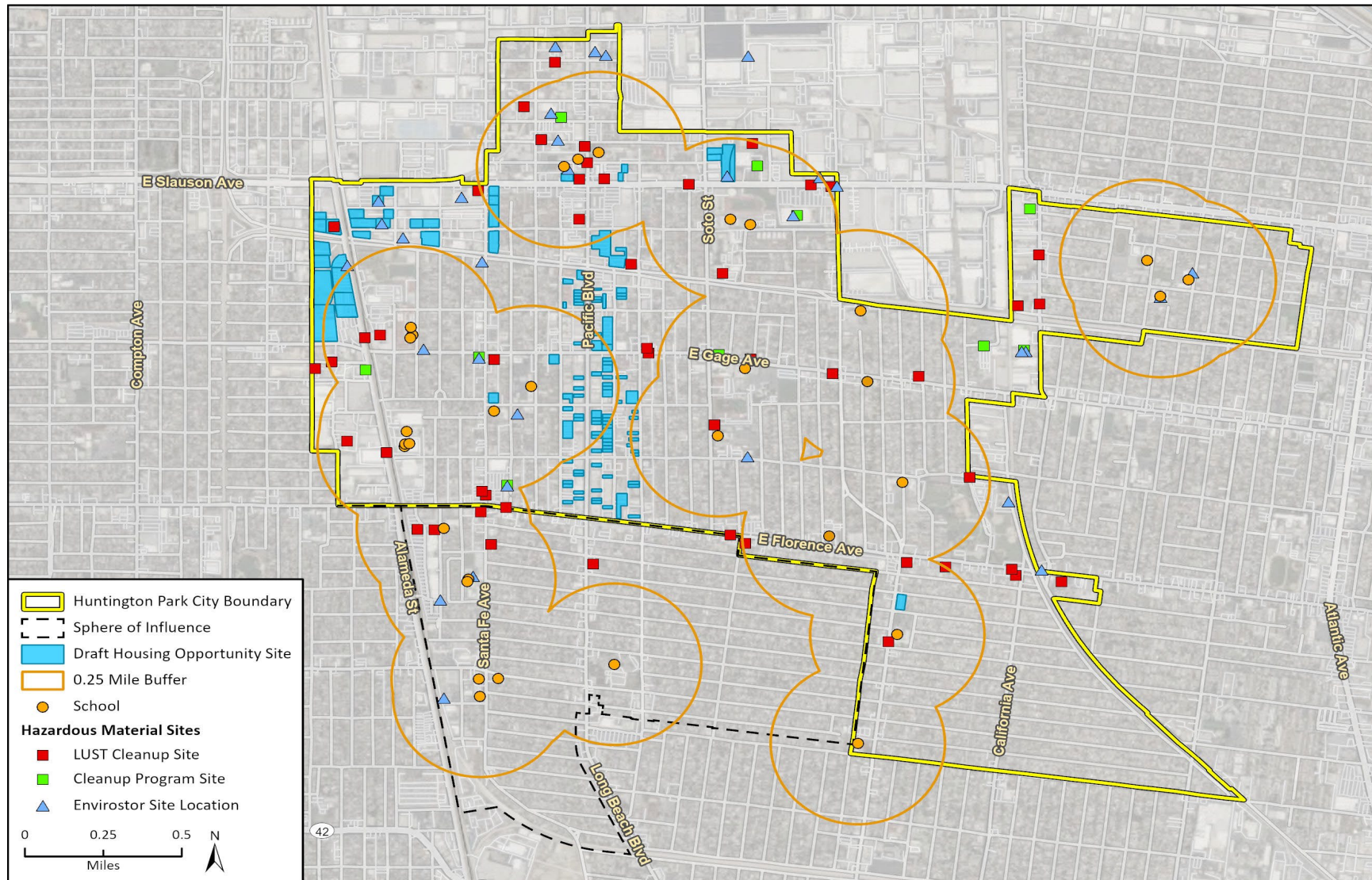


Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by GeoTracker 2023.

21-11410 Huntington Park Hazardous Material Sites  
Fig 4.8-1 Hazardous Material Sites within Huntington Park



**Figure 4.8-2 Hazardous Material Sites within 0.25 Miles of a School**



Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by GeoTracker 2023; California Department of Education, 2022.

21-11410 Huntington Park Hazardous Material Sites  
Fig 4.8-2 Hazardous Material Sites within 0.25 mile of a School

#### **d. Lead and Lead Based-Based Paint**

Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body. In children, lead can cause behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia. In adults, lead can cause cardiovascular effects, decrease in kidney function, and reproductive problems. In addition, lead can result in serious effects to the developing fetus and infant for pregnant women (U.S. EPA 2023b). Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils surrounding buildings and structures that are painted with lead-based paint (LBP). LBP was primarily used during the same time period as ACMs. Pre-1978 commercial and industrial structures are affected by LBP regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces.

#### **e. Schools**

School locations require consideration because children are particularly sensitive to hazardous materials exposure. Additional protective regulations apply to projects that could use or disturb potentially hazardous products near or at schools. The California Public Resources Code requires projects that would be located within a quarter mile of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards. There are 32 schools located within Huntington Park. As shown in Figure 4.8-2, 122 sites that were identified as Draft Housing Opportunity Sites under the proposed project are within a 0.25 mile radius of existing schools and/or childcare facilities.

### **4.8.2 Regulatory Setting**

Hazardous materials and waste can pose a potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent unwanted consequences. These regulatory programs are designed to reduce the risk that hazardous substances may pose to people and businesses under normal daily circumstances and as a result emergencies and disasters.

#### **a. Federal Regulations**

Primary Federal agencies with responsibility for hazardous materials management include the U.S. EPA, U.S. Department of Labor's Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (U.S. DOT). The major laws enforced by these agencies are described below.

*Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA)*

These acts established a program administered by the U.S. EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle to grave" system of

regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

#### *Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations*

Governed by the U.S. Housing and Urban Development, regulations for LBP are contained in the Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations (CFR) 33, which requires sellers and lessors to disclose known LBP and LBP hazards to perspective purchasers and lessees. Additionally, all LBP abatement activities must follow California and federal occupational safety and health administrations California Occupational Safety and Health Administration (CalOSHA) and OSHA, respectively and with the State of California Department of Health Services requirements. Only LBP trained and certified abatement personnel can perform abatement activities. All lead LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste.

#### *U.S. Environmental Protection Agency*

The U.S. EPA is the agency primarily responsible for enforcement and implementation of Federal laws and regulations pertaining to hazardous materials. Applicable Federal regulations pertaining to hazardous materials are contained in the CFR Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. The management of hazardous materials is governed by the following laws:

1. Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.)
2. Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act) (42 USC 9601 et seq.)
3. Federal Insecticide, Fungicide, and Rodenticide Act (7 USC 136 et. Seq.)
4. Superfund Amendments and Reauthorization Act of 1986 (Public Law 99 499)

These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. U.S. EPA provides oversight and supervision for Federal Superfund investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

#### *U.S. Department of Transportation Regulations*

U.S. DOT prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers that transport hazardous waste on public roads. The Secretary of the U.S. DOT receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S. Code (U.S.C.) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 U.S.C. The Pipeline and Hazardous Materials Safety Administration (PHMSA), formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the CFR Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties

of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any 'person' in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any 'person' of hazardous materials in commerce.

#### *Occupational Safety and Health Act of 1970*

The U.S. Department of Labor's OSHA was created to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal Occupational Safety and Health Act requirements, as set forth in Title 29 of the CFR Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker's right-to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity-specific requirements.

#### *Other Hazardous Materials Regulations*

In addition to the U.S. DOT regulations for the safe transportation of hazardous materials, there are other applicable federal laws that also address hazardous materials:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

### **b. State Regulations**

#### *Department of Toxic Substances Control*

As a department of the California Environmental Protection Agency, the DTSC is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code.

The DTSC also administers the California Hazardous Waste Control Law (HWCL) to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until the U.S. EPA approves the California program, both state and federal laws apply in California. The HWCL lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes

permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the State Water Resources Control Board, and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria in Title 22 of the California Code of Regulations. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

*California Occupational Safety and Health Act – California Labor Code, Section 6300 et seq.*

The California Occupational Safety and Health Act of 1973 addresses California employee working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The Act also created CalOSHA, the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA's standards are generally more stringent than federal regulations. Under the former, the employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. At sites known or suspected to be contaminated by hazardous materials, workers must have training in hazardous materials operations and a Site Health and Safety Plan must be prepared, which establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

*California Code of Regulations, Title 22, Hazardous Waste Management*

At the State level, under Title 22, Division 4.5 of the CCR, DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code (HSC). The HWCL, under CCR 22, Chapter 30, establishes regulations that are similar to RCRA but more stringent in their application and empowers the DTSC to administer the State's hazardous waste program and implement the federal program in California. The DTSC is responsible for permitting, inspecting, ensuring compliance, and imposing corrective action programs to ensure that entities that generate, store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and State laws. The DTSC defines hazardous waste as waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment. The DTSC shares responsibility for enforcement and implementation of hazardous waste control laws with the SWRCB and, at the local level, the LARWQCB, and city and county governments.

*California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 211 (b)*

CCR 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications as well as waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allows regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of CCR 23, Chapter 15 applies to cleanup and abatement actions for unregulated hazardous waste discharges to land (e.g., spills).

*California Accidental Release Prevention (Cal ARP) Program*

The purpose of the California Accidental Release Prevention (Cal ARP) program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. The Cal ARP requires any business that handles more than threshold quantities of an extremely hazardous substance per California regulations to develop a Risk Management Plan (RMP). The RMP is implemented by the business to prevent or mitigate releases of regulated substances that could have off-site consequences through hazard identification, planning, source reduction, maintenance, training, and engineering controls. The RMP contains the following elements:

- Safety Information
- A Hazard Review
- Operating Procedures
- Training Requirements
- Compliance Audits
- Incident Investigation Procedures

The RMP must also consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day care facilities. The RMP must also consider external events such as seismic activity. The CUPAs determine the level of detail in the RMPs, review the RMPs, conduct facility inspections, and provide public access to most of the information. There are three program levels identified by Cal ARP and they are dependent on the type of business, potential impact, and accident history, among other factors.

If an accidental release occurs the owner/operator of a facility shall ensure that response actions have been coordinated with local emergency planning and response agencies.

*California Fire and Building Code*

The 2019 Fire and Building Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare for the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this code apply to the construction, alteration, movement enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California.



### **c. Local Regulations**

#### *Los Angeles County Fire Department CUPA*

In Huntington Park, the local Certified Unified Program Agency (CUPA) is Los Angeles County CUPA, which is managed by the Los Angeles County Fire Department Health Hazardous Materials Division (HHMD). The LACoFD assists industries in reporting to the statewide database CERS. This helps businesses identify common hazardous materials that are required to be reported. The City of Los Angeles CUPA is required to permit all locations that store reportable amounts of hazardous materials.

#### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements. The following goals, policies, and actions regarding hazards and hazardous materials are applicable to the proposed project as part of the Safety Element (Huntington Park 1991):

#### **SAFETY ELEMENT**

The Safety Element describes the natural and man-made hazards that require special consideration in the land use planning and development process. The Safety Element establishes goals, policies, and specific measures to minimize hazards and hazardous materials danger to residents, workers, and visitors (Huntington Park 1991).

#### *Huntington Park Natural Hazard Mitigation Plan (NHMP)*

Huntington Park is exposed to earthquakes and windstorms. The NHMP describes the causes and characteristics of each hazard and what part of the City's population, infrastructure, and environment may be vulnerable to each specific hazard. This NHMP also includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The mitigation plan provides a list of activities that may assist the City of Huntington Park in reducing risk and preventing loss from future natural hazard events.

#### *City of Huntington Park Municipal Code*

Title 4 of the Huntington Park Municipal Code includes Public Safety. The intent of this title to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency; the direction of the Emergency Organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

### 4.8.3 Impact Analysis

#### a. Methodology and Thresholds of Significance

The following thresholds are based on *CEQA Guidelines* Appendix G. For purposes of this EA, impacts related to hazards and hazardous materials are considered significant if implementation of the proposed project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

|                   |                                                                                                                                                                                                                |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                         |
| <b>Threshold:</b> | Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? |
| <b>Threshold:</b> | Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?                                        |

**Impact HAZ-1      DEVELOPMENT FACILITATED BY THE PROJECT MAY RESULT IN THE RELEASE OF POTENTIALLY HAZARDOUS MATERIALS AND MAY OCCUR WITHIN 0.25 MILE OF A SCHOOL. HOWEVER, COMPLIANCE WITH REGIONAL AND FEDERAL REGULATIONS RELATED TO HAZARDOUS MATERIALS AND COMPLIANCE WITH THE SAFETY ELEMENT POLICIES WOULD MINIMIZE THE RISK OF RELEASES AND EXPOSURE TO THESE MATERIALS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Development facilitated by the project would primarily consist of infill development. Infill development can involve demolition of existing structures. Demolition could result in emission of lead and asbestos if building materials contain these substances. However, lead-based materials and asbestos exposure are regulated by CalOSHA. CCR Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. Under this rule, construction workers (and by extension, neighboring properties) may not

be exposed to lead at concentrations greater than 50 micrograms per cubic meter of air averaged over an eight-hour period and exposure must be reduced to lower concentrations if the workday exceeds eight hours. Similarly, CCR Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers.

The control of asbestos during demolition or renovation of buildings is regulated under the Federal Clean Air Act. The Federal Clean Air Act requires a thorough inspection for asbestos where demolition will occur and specifies work practices to control emissions, such as removing all asbestos-containing materials, adequately wetting all regulated asbestos-containing materials, sealing the material in leak tight containers and disposing of the asbestos-containing waste material as expediently as practicable (U.S. EPA 2023c). Compliance with applicable standards would ensure impacts related to hazardous materials are less than significant.

Friable ACMs are regulated as hazardous air pollutants under the Clean Air Act. As a worker safety hazard, they are also regulated under the authority of CalOSHA and by the Bay Area Air Quality Management District. In structures that would be demolished, any ACMs would be abated in accordance with State and Federal regulations prior to the start of demolition or renovation activities and in compliance with all applicable existing rules and regulations, including the South Coast Air Quality Management District. These programs would ensure that asbestos removal would not result in the release of hazardous materials to the environment that could impair human health. Therefore, the impact related to ACMs would be less than significant.

Fluorescent lighting ballasts manufactured prior to 1978, and electrical transformers, capacitors, and generators manufactured prior to 1977, may contain PCBs. In accordance with the Toxic Substances Control Act and other federal and State regulations, individual projects would be required to properly handle and dispose of electrical equipment and lighting ballasts that contain PCBs during demolition of older buildings, ensuring that the impact related to PCBs would be less than significant.

Development facilitated by the project would include the use of construction machinery that would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. Additionally, hazardous materials would be needed for fueling and servicing construction equipment. These types of hazardous materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by County, State, and Federal regulations and compliance with applicable standards discussed in Section 4.8.2, *Regulatory Setting*, would ensure impacts from construction-related hazardous materials would be less than significant.

In particular, the following policies are included in the updated language to the General Plan Safety Element, which are intended to ensure hazards to the public and schools are avoided.

- **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.

Also, development facilitated by the proposed project would result in the addition of residential units throughout the City. Housing and other residential uses do not utilize substantial quantities of hazardous materials, and thereby pose little risk of exposing the public to hazardous materials. Commercial uses would be subject to compliance with CCR, CalOSHA, and other agencies to ensure hazardous materials risks to the public are minimized as well.

The proposed project would facilitate residential development at a higher density in the vicinity of some schools, as shown in Figure 4.8-2, above. However, as discussed above, residential uses typically do not emit hazardous materials or substances. While these sites may have pre-existing contamination, specifically Site 51, they would be remediated through coordination with the appropriate regulatory agency pursuant to federal, state, and local regulations as listed in Section 4.8.2, *Regulatory Setting*.

Compliance with existing applicable regulations and policies would minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Therefore, impacts from a hazard to the public or the environment through routine transport, use or disposal of hazardous materials and reasonably foreseeable upset and/or accident conditions would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                   |                                                                                                                                                                                                                                             |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project be located on a site that 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? |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-2      DEVELOPMENT FACILITATED BY THE PROJECT COULD RESULT IN DEVELOPMENT ON SITES CONTAMINATED WITH HAZARDOUS MATERIALS. HOWEVER, COMPLIANCE WITH APPLICABLE REGULATIONS RELATING TO SITE REMEDIATION WOULD MINIMIZE IMPACTS FROM DEVELOPMENT ON CONTAMINATED SITES, RESULTING IN A LESS THAN SIGNIFICANT IMPACT.**

---

Existing sites that use or have historically used hazardous materials or that may contain contaminants in soils or groundwater in the City include large and small-quantity generators of hazardous waste, such as gas stations, dry cleaners, and industrial uses. These sites could expose construction workers and future occupants to hazardous materials.

Specifically, since Huntington Park has a long history of manufacturing and industry, many parts of the City have environmental issues. Some opportunity sites near the Slauson/Long Beach station have active manufacturing or documented environmental contamination. Industrial uses on land often requires remediation and mitigation, which increases the cost of development. Table V-14, in Section V. of the Draft Housing Element, illustrates known release of hazardous materials on sites identified on opportunity sites and adjacent properties. As shown, two opportunity sites (6322-015-011 and 6322-016-012) contain previous uses known for releasing hazardous materials. Neither of these properties contain agency-reported releases. On adjacent properties, one property is adjacent to an Underground Storage Tank (UST) release site located at 5951 Pacific Blvd. However, this is no longer an active case. No other agency reported releases are identified on adjacent sites. As noted within, cleanup of sites would not preclude residential development within the planning period.

It is also possible that UST in use prior to permitting and record keeping requirements may be present in the City. If an unidentified UST were uncovered or disturbed during construction activities, it would be removed under permit from the City; if such removal would potentially undermine the structural stability of existing structures, foundations, or impact existing utilities, the tank might be closed in place without removal. Tank removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing standards contained in Division 20, Chapters 6.7 and 6.75 (UST Program) of the California Health and Safety Code as enforced and monitored by the Environmental Programs Division.

The extent to which groundwater may be affected by an UST or other potential contamination source, if at all, depends on the type of contaminant, the amount released, the duration of the release, distance from source, and depth to groundwater. If groundwater contamination is identified, characterization of the vertical and lateral extent of the contamination and remediation activities would be required by the Regional Water Quality Control Board prior to the commencement of any new construction activities that would disturb the subsurface. If contamination exceeds regulatory action levels, the developer would be required to undertake remediation procedures prior to grading and development under the supervision of the Regional Water Quality Control Board, depending upon the nature of any identified contamination. Compliance with existing State and local regulations would reduce impacts to less than significant levels.

However, development of identified hazard sites would be preceded by investigation, remediation and cleanup under the supervision of the Regional Water Quality Control Board, the Los Angeles County Health Hazardous Materials Division, before construction activities could begin as currently required by federal, State, and local regulations. The agency responsible for oversight would determine the types of remediation and cleanup required and could include excavation and off-haul of contaminated soils, installation of vapor barriers beneath habitable structures, continuous monitoring wells onsite with annual reporting requirements, or other mechanisms to ensure the site does not pose a health risk to workers or future occupants. Compliance with General Plan policies as listed in Section 4.8.2, *Regulatory Setting*, and compliance with federal, State, and local regulations would continue to apply to development and provide the same level of protection as they do under existing conditions. As the project would not increase the likelihood for development of identified hazard sites, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                   |                                                                                                                                                                                                                                                                                  |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-3     THERE ARE NO AIRPORTS WITHIN TWO MILES OF THE CITY OF HUNTINGTON PARK, AND HUNTINGTON PARK IS NOT WITHIN THE INFLUENCE AREA OF AN AIRPORT. NO IMPACT WOULD OCCUR.**

---

There are no public or private airports within Huntington Park. The nearest airport is Compton/Woodley Airport which is located approximately 6 miles south of the City limits. The City of Huntington Park is located outside of the airport's noise contours and the airport influence area (Los Angeles County 2009). Therefore, the proposed project would have no impact related to a safety hazard or excessive noise hazards within airport land use plan areas or proximity to airports.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-4** DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT RESULT IN PHYSICAL CHANGES THAT COULD INTERFERE WITH OR IMPAIR EMERGENCY RESPONSE OR EVACUATION. THEREFORE, THE PROJECT WOULD NOT RESULT IN INTERFERENCE WITH THESE TYPES OF ADOPTED PLANS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

---

There are no proposed physical changes such as roadway construction that would interfere or impair emergency response or evacuation. The project would not result in changes to emergency evacuation routes, nor would it substantially increase traffic or roadway congestion such that use of an evacuation route would be hindered. The Draft Housing Opportunity Sites are on existing parcels that are not dedicated to circulation or access.

Development facilitated by the project would accommodate future population growth and would increase vehicle miles travelled in the City. This could lead to increased congestion during emergency evacuations. However, the City would review and approve projects to ensure that emergency access meets City standards. Development facilitated by the project, as well as all development in the City, must comply with road standards and are reviewed by the Fire Department to ensure development would not interfere with evacuation routes and would not impede the effectiveness of evacuation plans.

Development facilitated by the project would result in population growth in the City. Population growth would incrementally increase traffic which could result in impacts to evacuation routes in the City and overburden adopted evacuation routes and other emergency response resources. Additionally, large concentrations of people could also result in adverse effects related to the implementation of emergency plans because the increased population may overburden adopted evacuation routes and other emergency response resources. However, the management of emergency response and emergency evacuations plans includes regular updates to these plans that incorporate new or proposed developments, such as the development facilitated by the project.

In addition, the following policies are included in the updated language to the General Plan Safety Element, which are intended to ensure effective and coordinated response to disasters and further the City's preventative measures.

- **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 should periodically inspect emergency shelters to ensure that equipment and supplies are available and operational.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall provide the community with language-appropriate information on available financial, technical, and educational resources and programming for reducing climate change risks, including on the topics of building weatherization, energy and water efficiency, signs of heat-related illness, and emergency preparedness.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to priority populations during climate hazards such as extreme heat events, flooding, and poor air quality events.

- **Health & Safety Element Policy xx.** The City of Huntington Park shall coordinate with emergency services as well as utility providers to assess needed service improvements in providing increased redundancy and uninterrupted service for water, power, and emergency service response.
- **Health & Safety Element Policy xx.** Emergency preparedness shall be established as a top City priority. Staffing and funding levels for local preparedness programs should be sufficient to keep all residents and business well informed and prepared in the event of a major earthquake or similar disaster.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall continue to promote public education and awareness on all aspects of emergency preparedness, including the type and extent of hazards in the community, measures to reduce the likelihood of damage and injury, provisions for emergency supplies, steps to take immediately after a disaster, and the locations of shelters and medical facilities, and shall include education on climate change in multiple languages as it relates to health and emergency preparedness.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall conduct periodic emergency response exercises to test the effectiveness of local preparedness procedures.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall maintain community-based emergency preparedness training programs that target neighborhoods and businesses groups. They shall ensure that such programs respond directly to local needs; include provisions for vulnerable populations such as non-English speaking, disabled, and sight/hearing-impaired residents; and are well publicized throughout the community.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall identify essential emergency facilities in the City, including shelters, and take the necessary actions to ensure that they will remain operational following a disaster.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall partner with the Los Angeles County Health Department to develop and enhance disaster and emergency early warning systems to incorporate objective data and information for potential health threats such as heat-illness, and illnesses complicated by low air quality due to climate change hazards.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall prepare to effectively support evacuation events through effective mobilization of City staff and the use of communications systems.
- **Health & Safety Element Policy xx.** The City of Huntington Park shall adopt communication tools to reach at-risk communities and coordinate with local service providers to assist vulnerable populations such as the unhoused, elderly, and young children with evacuations.

Thus, development facilitated by the project would be reflected in the regular and required updates of emergency and evacuation plans applicable to the City. Compliance with General Plan policies as listed in Section 4.8.2, *Regulatory Setting*, would further ensure that development facilitated by the project would not result in the impairment of implementation or physical interference with evacuation or emergency response plans.

Therefore, the project would not impair implementation of or physically interfere with evacuation or emergency response plans. The impact related to emergency response and evacuation plans would be less than significant.



## Mitigation Measures

No mitigation measures would be required

## Significance After Mitigation

Impacts would be less than significant without mitigation.

|                   |                                                                                                                                                         |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-5** THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS INVOLVING WILDLAND FIRES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Refer to Section 4.17, *Wildfire* for a discussion of impacts related to wildfire. In particular, Impact WFR-2 concludes that the Draft Housing Opportunity Sites are not in or near moderate, high and very high fire hazard severity zones. As such, the project would not increase the likelihood of people or structures to be exposed to significant risk of loss, injury, or death involving wildland fires. Nonetheless, the impact would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

### 4.8.4 Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for cumulative hazardous materials impacts is limited to projects within 0.25 mile of the sites. This geographic scope is appropriate for hazardous materials because risks associated with hazards and hazardous materials occur largely in a site-specific and localized context as adverse impacts from a hazardous materials release or spill diminish in magnitude with distance. Cumulative residential development in the vicinity of the identified hazardous materials sites would gradually increase the population exposed to the use and transport of hazardous materials; the routine use, storage, and disposal of hazardous materials; listed hazardous materials sites; and subject to emergency response and evacuation plans. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Implementation of existing laws and regulations, including remedial action on contaminated sites, as discussed regarding the project under Impacts HAZ-1 through HAZ-5, would avoid potential hazard impacts.

Wildland fire impacts would be less than significant as all the Draft Housing Opportunity Sites are already zoned for development. Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative impact regarding wildland fire.

Overall, hazards and hazardous materials impacts associated with individual developments are site specific in nature and must be addressed on a case-by-case basis. Since hazards and hazardous materials are required to be examined as part of the permit application and review process, potential impacts associated with individual projects would be adequately addressed prior to permit approval. With adherence to existing regulatory standards for hazardous materials, no significant cumulative human health impacts would occur, and the project would not have a cumulatively considerable contribution to a significant cumulative impact related to hazards and hazardous materials.

## 4.9 Hydrology and Water Quality

---

This section evaluates the potential environmental effects related to hydrology and water quality associated with implementation of the proposed project.

### 4.9.1 Setting

#### **Watershed**

The California Department of Water Resources divides surface watersheds in California into 10 hydrologic regions. Huntington Park lies in South Coast Hydrologic Region (South Coast Region), which contains 73 alluvial groundwater basins, covers approximately 11,00 square miles, and includes major portions of Los Angeles, Riverside, San Bernadino, San Diego, and Ventura counties, and a small portion of Santa Barbara County (CDW 2015). The South Coast Region comprises numerous rivers including the Los Angeles, San Gabriel, San Diego, San Luis Rey, Santa Ana, Santa Clara, Santa Margarita, and Ventura.

Although the Los Angeles River does not flow directly through the City limits, the City lies within the Los Angeles River Watershed, specifically Reach 2 of the river. The City of Huntington park serves as the coordinating agency for the Los Angeles River Upper Reach 2 Watershed Management Group. Reach 2 of the Los Angeles River consists of a concrete-lined river channel with year-round flows, primarily comprised of treated wastewater. The Chavez Ravine and Compton Creek sub-watersheds both lie within City limits, the Chavez Ravine sub-watershed covers most of the City at 1,885 acres and the Compton Creek sub-watershed covers two small portions of the western boundary of the City at 45 acres (CWE 2015).

#### **Groundwater**

Huntington Park is located on the Coastal Plain of Los Angeles, Basin 4-11, specifically the Central Subbasin, 4-011.4. Total storage in the Central Basin is estimated to be approximately 13.8 million acre-feet (MAF) with 1.1 MAF of unused storage, allowing for a total potential yield of approximately 217,000 acre-feet per year (AFY) (Huntington Park 2021). The Central Basin is currently being replenished by approximately 90,000 AFY of imported and recycled water, along with natural replenishment from the Los Angeles and San Gabriel Rivers, totaling 200,000 AFY (Huntington Park 2021). Groundwater flow within the basin is generally from east and northeast towards the west and southwest, with outflow into the West Coast Basin. Due to its proximity to the Pacific Ocean, there is a potential of seawater intrusion, three seawater intrusion barriers have been implemented to protect the integrity of the Central Basin and surrounding subbasins.

The City has four active wells that draw water from the Central Basin and one inactive well which pending an improvement project (Huntington Park 2021). The City of Huntington Park Water Department has annual extraction rights of 3,853 acre-feet (AF) and extracted 3,360 AF on average annually between the years of 2011-2015 (Huntington Park 2021). The City's projected water supply is expected to increase in the near future due to an increase in water efficiency through maintenance and improvements of City wells. The City's Urban Water Management Plan (UWMP) projects that the City water supply will be able to meet demands for all climate scenarios through 2045, as the overall water use in the City has declined steadily, even while population increased (Huntington Park 2021).

## **Water Quality**

Groundwater from the Central Groundwater Basin is generally of good quality and is monitored by the Water Replenishment District of Southern California (WRD) through a total of 335 monitoring wells throughout the Central and West Coast Basins (Huntington Park 2021). WRD prepares regional groundwater monitoring reports each year, to analyze groundwater levels and quality. The most recent report, 2020-2021, found the Central Basin has generally good water quality, with the majority of constituents below the secondary maximum contaminate level (SMCL) (WRD 2022). The WRD monitoring reports also analyze the quality of the imported and recycled water used to replenish the Central Basin, the 2020-2021 report found both imported and recycled water used for replenishment to be of good quality (WRD 2022). The LARWQCB is the primary agency charged with protecting and enhancing surface and ground water quality in the region. The LARWQCB designates beneficial uses for surface water bodies and groundwater, sets objectives for water quality that must be attained or maintained, and describes implementation programs to protect water quality.

## **Flood Hazards**

Floodplains are areas that are subject to recurring inundation and flooding located adjacent to rivers, streams, and coastal areas. Floodplains are described in terms of statistical likelihood of flooding in a given year, e.g., a 100-year floodplain has a one percent chance of flooding in any year, while a 500-year floodplain has a 0.2 percent chance of flooding in any year.

The Federal Emergency Management Agency (FEMA) establishes base flood elevations (BFE) for 100-year and 500-year flood zones and establishes Special Flood Hazard Areas (SFHA). SFHAs are those areas within 100-year flood zones or areas that will be inundated by a flood event having a one percent chance of being equaled or exceeded in any given year. The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. There are no portions of Huntington Park located within the flood hazard zones as mapped by FEMA or Special Flood Hazard Areas as mapped by Flood Disaster Protection Act of 1973.

### **4.9.2 Regulatory Setting**

#### **a. Federal Regulations**

##### *Federal Clean Water Act*

In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the CWA, with the goal of “restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation’s waters” (33 U.S.C. § 1251(a)). The CWA directs states to establish water quality standards for all “waters of the United States” and to review and update such standards on a triennial basis. Section 319 mandates specific actions for the control of pollution from non-point sources. The EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the NPDES Program, to the SWRCB and the RWQCBs. The LARWQCB is the CWA enforcement agency for Los Angeles and Ventura Counties.

Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body’s designated beneficial use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to

supplement numerical standards. Applicable water quality standards are contained in the LARWQCB Basin Plan which analyzes the Coastal Watersheds of Los Angeles and Ventura Counties.

Section 303(d) of the CWA bridges the technology-based and water quality-based approaches for managing water quality. Section 303(d) requires that states make a list of waters that are not attaining standards after the technology-based limits are put into place. For waters on this list (and where the U.S. EPA administrator deems they are appropriate), states are to develop total maximum daily loads (TMDL). TMDLs are established at the level necessary to implement the applicable water quality standards. A TMDL must account for all sources of the pollutants that caused the water to be listed.

Section 404 of the CWA prohibits the discharge of any pollutants into “waters of the United States,” except as allowed by permit. 33 Code of Federal Resources § 328.3(a)(3). Section 404 of the CWA authorizes the U.S. Army Corps of Engineers to issue permits for and regulate the discharge of dredged or fill materials into wetlands or other waters of the United States. Under the CWA and its implementing regulations, “waters of the United States” are broadly defined to consist of rivers, creeks, streams, and lakes extending to their headwaters, including adjacent wetlands.

#### *National Pollutant Discharge Elimination System*

In California, the NPDES program is administered by the SWRCB through the nine RWQCBs. Huntington Park lies within the jurisdiction of LARWQCB (Region 4) and is subject to the waste discharge requirements of the Regional Phase I Municipal Separate Storm Sewer Systems (MS4) Permit (Order No. R4-2021-0105) and NPDES Permit No. CAS004004, which was adopted on July 23, 2021, and is set to expire on September 11, 2026.

MS4 permit requirements include reduction of pollutant discharges to the ‘maximum extent practicable’ and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the LARWQCB has other programs in place to address nonpoint sources.

#### *Federal Emergency Management Agency*

The FEMA establishes BFEs for 100-year and 500-year flood zones and establishes SFHAs. SFHAs are those areas within 100-year flood zones or areas that will be inundated by a flood event having a one percent chance of being equaled or exceeded in any given year. The 500-year flood zone is defined as the area that could be inundated by the flood which has a 0.2 percent probability of occurring in any given year, or once in 500 years, and is not considered an SFHA. There are no portions of Huntington Park located within the flood hazard zones as mapped by FEMA.

In 2000, FEMA adopted revisions to 44 CFR, known as the Disaster Mitigation Act (DMA) or DMA 2000. Section 322 (a-d) of the DMA 2000 requires local governments to have a Hazard Mitigation Plan (HMP) as a condition of receiving federal disaster mitigation funds. The HMP must:

- Describe the process for assessing hazards, risks, and vulnerabilities.
- Identify and prioritize mitigation actions.
- Solicit input from the community (public), key stakeholders, and adjacent jurisdictions and agencies.

Huntington Park's HMP is discussed under *Local Regulations*, below.

#### *National Flood Insurance Act / Flood Disaster Protection Act*

The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of regulatory floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones. There are no portions of Huntington Park located within the Special Flood Hazard Areas.

#### *National Toxics Rule and California Toxics Rule*

In 1992, U.S. EPA promulgated the National Toxics Rule, 40 CFR 131, establishing numeric criteria for priority toxic pollutants in multiple states in order to bring all states into compliance with the Water Quality Standards (WQS) requirements of section 303(c) of the CWA. The National Toxics Rule established WQS for 42 pollutants not covered under California's statewide water quality regulations at that time. After the court ordered revocation of California's statewide Basin Plans in September 1994, U.S. EPA initiated efforts to promulgate additional federal WQS for California. In May 2000, U.S. EPA issued the California Toxics Rule, which includes all the priority pollutants for which the EPA has issued numeric criteria not included in the National Toxics Rule.

#### *Safe Drinking Water Act*

The Federal Safe Drinking Water Act was enacted in 1974, allowing the U.S. EPA to promulgate national primary drinking water standards specifying Maximum Contaminants Levels (MCLs) for each contaminant present in a public water system with an adverse effect on human health. Primary MCLs have been established for approximately 90 contaminants in drinking water. The U.S. EPA has also adopted secondary MCLs as non-enforceable guidelines for contaminants that may cause cosmetic or aesthetic effects. States have the discretion to adopt them as enforceable standards. U.S. EPA has delegated to the SWRCB the responsibility for administering California's drinking-water program. In 1976, California adopted its own safe drinking water act (see *California Safe Drinking Water Act* described below).

### **b. State Regulations**

#### *Porter-Cologne Water Quality Control Act*

The Porter-Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of WDRs and through the development of TMDLs. Anyone proposing to discharge waste that could affect the quality of the waters of the State must make a report of the waste discharge to the RWQCB or SWRCB as appropriate, in compliance with the Porter-Cologne Act.

The Los Angeles Basin Water Quality Control Plan is the Basin Plan that covers Los Angeles County (the 'Basin Plan') and is discussed under *Local Regulations*, below.

### *California Safe Drinking Water Act*

The U.S. EPA has delegated to the California Department of Public Health responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (contained in the Health and Safety Code) and adopted implementing regulations (contained in 22 CCR). California's program sets drinking water standards that are at least as stringent as the Federal standards. Each community water system also must monitor for a specified list of contaminants, and the monitoring results must be reported to the state. Responsibility for the state's Drinking Water Program was transferred from the Department of Public Health to the Division of Drinking Water, which is a division of the SWRCB that was created in July 2014.

### *California General Plan Law, Government Code Section 65302*

Government Code Section 65302(a) requires cities and counties located within the State to review the Land Use, Conservation, and Safety elements of the general plan "for the consideration of flood hazards, flooding, and floodplains" to address flood risks. The code also requires cities and counties in the State to annually review the Land Use element with respect to "those areas covered by the plan that are subject to flooding identified by floodplain mapping prepared by FEMA or the California Department of Water Resources."

### *Sustainable Groundwater Management Act*

In September 2014, Governor Brown signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act (SGMA) gives local agencies the power to sustainably manage groundwater, provides for the creation of regional Groundwater Sustainability Agencies (GSA) and requires Groundwater Sustainability Plans (GSP) to be developed for medium- and high-priority groundwater basins. The Central Basin is a Low Priority Basin; therefore, a GSA has not been created for the region.

### *Cobey-Alquist Floodplain Management Act*

The Cobey-Alquist Floodplain Management Act (Water Code Section 8400-8435) gives support to the NFIP by encouraging local governments to plan, adopt, and enforce land use regulations for floodplain management, to protect people and property from flooding hazards. The Act also identifies requirements that jurisdictions must meet to receive State financial assistance for flood control.

### *California Green Building Standards Code*

The California Green Building Standards Code (24 CCR, Part 11) includes mandatory measures for residential and nonresidential development. For example, Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development to manage stormwater drainage during construction through on-site retention basins, filtration systems, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff from construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes. Section 5.303 sets measures for indoor water use for non-residential development requiring metering devices to conserve water.

### *Urban Water Management Planning Act*

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop UWMPs to actively pursue the efficient use of available supplies as well as conduct drought assessments and planning. This Act also requires the provision of water service to be affordable to lower income households (Section 10631.1). Similarly, Government Code Section 65589.7 (SB 1087) requires water service providers to reserve water allocations for low-income housing. Every five years, water suppliers are required to update their UWMPs to identify short-term and long-term water demand management measures to meet growing water demands. The 2020 UWMP for the City of Huntington Park was adopted in May 2021. It emphasizes the City's reliance on imported water to meet its needs and does not anticipate insufficient supply under multi-year drought conditions.

### *California Construction Stormwater Permit*

The California Construction Stormwater Permit (Construction General Permit), adopted by the SWRCB, regulates construction activities that include soil disturbance of at least one acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES Permit has been issued to regulate those discharges.

The Construction General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three Risk Levels established in the General Permit.
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters.
- Develop and implement a SWPPP which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards.
- Perform inspections and maintenance of all BMPs.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment and pollutants from construction materials, and address post construction runoff. The SWPPP also includes a plan for inspection and maintenance of all BMPs, as well as procedures for altering or increasing BMPs based on changing project conditions.

## **c. Local Regulations**

### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several hydrology and water quality goals, policies, and actions as part of the Open Space and Conservation, Safety, and Public Facilities Elements.



## **OPEN SPACE AND CONSERVATION ELEMENT**

The Open Space and Conservation Element describes existing air quality, groundwater, energy conservation, open space, parks, and recreation patterns in the City. The Open Space and Conservation Element also contains policies to conserve and protect groundwater and imported water resources. It identifies the goals, policies, and specific measures for managing the community's natural resources, open space, and recreational areas (Huntington Park 1991).

## **SAFETY ELEMENT**

The Safety Element describes the natural and man-made hazards that require special consideration in the land use planning and development process. The Safety Element establishes goals, policies, and specific measures to minimize flood danger to residents, workers, and visitors (Huntington Park 1991).

## **PUBLIC FACILITIES ELEMENT**

The Public Facilities Element describes the existing public services and infrastructure patterns and setting of Huntington Park. The Public Facilities Element identifies goals, policies, and specific measures to maintain a consistent level of quality for public facilities, including water and stormwater for residents, workers, and visitors (Huntington Park 1991).

### *City of Huntington Park Municipal Code*

The HPMC establishes regulations that implement the City's General Plan. Title 4, *Public Safety*, of the HPMC describes the City's public safety standards and requirements to reduce hazards including hydrologic hazards. Chapter 9, *Stormwater Management and Discharge*, of Title 7, *Public Works*, of the HPMC establishes development measures and requirements to reduce stormwater pollution, erosion, and other forms of water pollution.

### *City of Huntington Park Natural Hazards Mitigation Plan*

The Huntington Park Natural Hazards Mitigation Plan, adopted in October 2004, includes resources and information to assist City of Huntington Park agencies, organizations, and citizens in mitigating risk from natural hazards, including flood events, dam failure, and sea level rise.

### *2020 Urban Water Management Plan*

The City Water Department is responsible for implementing an UWMP. The current 2020 UWMP includes an assessment of past and future water supplies and demands, evaluation of the future reliability of the region's water supplies over a 20-year planning horizon, and discussion of demand management measures (Huntington Park 2021).

### *Los Angeles Basin Water Quality Control Board*

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans. Huntington Park is within the jurisdiction of the LARWQCB (Region 4).

The LARWQCB addresses region-wide water quality issues through the Basin Plan, updated most recently in September 2014. This Basin Plan designates beneficial uses of the state waters in Region 4, describes the water quality that must be maintained to support such uses, and provides

programs, projects, and other actions necessary to achieve the standards established in the Basin Plan (California Water Board 2014).

### 4.9.3 Impact Analysis

#### **a. Methodology and Thresholds of Significance**

This section describes the potential environmental impacts of development facilitated by the project as relevant to hydrology, water quality, and flood risk. The impact analysis is based on an assessment of baseline conditions for the Draft Housing Opportunity Sites, including surface water, groundwater, and floodplains information gathered from the City of Huntington Park, Los Angeles County, and multiple state and federal agencies, as described above under Section 4.9.1, *Setting*. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the development facilitated by the proposed project.

The following thresholds of significance are based on Appendix G to the *CEQA Guidelines*. For the purposes of this programmatic EA, project implementation may have a significant adverse impact if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
5. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
6. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.
7. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation
8. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## b. Project Impacts and Mitigation Measures

|                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HYD-1 DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUNDWATER QUALITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

### *Construction*

Construction activities associated with development facilitated by the project would include demolition of existing structures, construction of new development, and the replacement and/or improvement of drainage facilities. Similar to existing conditions, construction activities could result in soil erosion due to earth-moving activities such as excavation, grading, soil compaction and moving, and soil stockpiling. Elevation and slope vary minimally throughout the City. Runoff during storm events typically occurs as sheet flow across the site, and the types of pollutants contained in runoff may include sediment and other existing contaminants such as nutrients, pesticides, herbicides, trace metals, and hydrocarbons that can attach to sediment and be transported downstream through erosion via overland flow, ultimately entering nearby waterways and contributing to degradation of water quality.

Similar to existing conditions, construction activities would utilize hazardous materials such as diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment. These types of hazardous materials are not acutely hazardous, and storage, handling, use, and disposal of these materials are regulated by county, state, and federal regulations and compliance with applicable standards discussed under *Regulatory Setting*. Transport of these materials to and from construction sites would also be regulated under multiple authorities as discussed in Section 4.8, *Hazards and Hazardous Materials*.

Development facilitated by the proposed project would be required to comply with State and local water quality regulations designed to control erosion and protect water quality during construction, as discussed in *Regulatory Setting*, above. This includes compliance with the requirements of the SWRCB Construction General Permit, which requires preparation and implementation of a SWPPP for projects that disturb one acre or more of land, and compliance with Los Angeles Region's NPDES MS4 Permit (Municipal Permit Order No. R4-2021-0105, NPDES Permit No. CAS004004) which requires measures to reduce and eliminate stormwater pollutants, installation of appropriate BMPs to control stormwater runoff from construction sites, and that grading and drainage permits be obtained prior to construction. Grading and drainage plans accompanying the permit application must include BMPs for erosion prevention and sediment control, fencing at waterways and in sensitive areas, and limitation of disturbed areas through temporary features. The permit applications must also demonstrate compliance with NPDES MS4 permit provisions.

Compliance with existing regulations and policies discussed above would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. Because violations of water quality standards would be minimized through existing regulations, impacts to water quality from construction activities from development facilitated by the project would be less than significant.

### *Operation*

Development facilitated by the proposed project is not likely to increase of impervious surfaces throughout the Draft Housing Opportunity Sites as most of the sites will be considered infill development on pre-developed sites and few Draft Housing Opportunity Sites being developed on underdeveloped manufacturing sites. On-site development and any associated off-site improvements greater than one acre in size would need to comply with the NPDES Construction General Permit, which requires the development of a SWPPP, and development smaller than one acre would be required to comply with the California Green Building Standards code for stormwater and construction runoff, as described in detail above. SWPPP implementation would reduce the risk of water degradation on site and off site from soil erosion and other pollutants related to project operation because a SWPPP requires the design, installation, and maintenance of post-construction stormwater controls.

As described in *Regulatory Setting*, above, Provision C.3 of the NPDES MS4 Permit allows permitting authorities to enforce post-construction BMPs to control operational stormwater runoff and water quality. Construction site inspectors from the Huntington Park Public Works Department enforce adherence to these BMPs. Chapter 9, *Stormwater Management and Discharge*, of Title 7, *Public Works*, of the HPMC establishes development measures and requirements to reduce stormwater pollution, erosion, and other forms of surface and ground water pollution.

Implementation of the regulations, permit requirements, BMPs, and policies described above would prevent or minimize impacts related to water quality and ensure that development facilitated by the proposed project would not cause or contribute to the degradation of water quality in receiving waters. Development facilitated by the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality, and water quality impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                     |                                                                                                                                                                                                      |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> | Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? |
| <b>Threshold 5:</b> | Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?                                                               |

**Impact HYD-2      DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF LOCAL GROUNDWATER BASINS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Huntington Park's water supply comes from two sources; imported water from the State Water Project and Colorado River, and groundwater. As described in *Setting*, above, the City of Huntington Park sits atop the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin, which is used to supply groundwater to the City of Huntington Park and surrounding area. The Central

Subbasin is a Low Priority Basin under SGMA and is not required to develop a GSP. The City's groundwater use remains healthy, as the overall water use has steadily decreased each year since 2000, even while population increased (Huntington Park 2021).

Development facilitated by the proposed project could increase the demand for water within the City, but the City's water efficiency and consistent decline in total water use allows for an increase in demand if necessary. The City of Huntington Park's water use is significantly lower than the rest of the South Coast hydrologic region, most notably through the per capita water use for the City remaining below half of the per capita water use for the hydrologic region (Huntington Park 2021). The UWMP projects the City's water supply can keep pace with the growing demand for water use with the projected growth in population, as show in Table 4.9-1.

**Table 4.9-1 City Growth Projections**

| Growth Characteristic                             | 2020 Existing Population Estimate | 2045 Population Forecast | Difference      |
|---------------------------------------------------|-----------------------------------|--------------------------|-----------------|
| <b>2020 UWMP Population Estimate and Forecast</b> |                                   |                          |                 |
| Citywide Population                               | 59,515                            | 63,041                   | +3,526 (5.9%)   |
| <b>Project Population Estimate and Forecast</b>   |                                   |                          |                 |
| Citywide Population                               | 59,337                            | 69,983                   | +10,646 (17.9%) |
| <b>2045 Difference - Project to UWMP</b>          |                                   | <b>+6,942</b>            |                 |

According to the 2020 UWMP, the City's service area has a 2020 population of 59,515 and is projected to increase by 5.9 percent over the 25-year period from 2020 to 2045. However, Table 4.9-1 indicates that the population growth projected under the proposed project would be significantly higher than the 2045 UWMP estimates (+6,942 residents). Because the population growth forecast associated with the proposed project is higher than the UWMP forecast, it cannot be assumed that the growth is accommodated for in terms of water supply. Although supply cannot be assumed, it would not impact local groundwater supplies since the primary water purveyor for the City does not rely on or utilize any groundwater resources for its supply.

Additionally, Huntington Park is under the jurisdiction of the LARWQCB, which is responsible for preparing the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The Basin Plan serves as the basis for the LARWQCB's regulatory programs and incorporates an implementation plan for achieving water quality objectives. With adherence to the State and local water quality standards discussed above, the proposed project would not have an adverse effect on water quality and would not interfere with the objectives and goals in the Basin Plan.

As mentioned above, development facilitated by the project is not likely to increase the number of impervious surfaces, as most of the Draft Opportunity Sites are infill development and have been previously developed. As mentioned in *Setting* of this section, recharge of the Central Groundwater Basin is done naturally and artificially through imported and recycled water. The majority of the natural groundwater recharge for the Central Basin occurs through the Whittier Narrows and artificial recharge for the Basin occurs through the Rio Hondo and San Gabriel River spreading grounds which lie to the east of the City. Natural and artificial recharge of the Central Groundwater Basin is not anticipated to be impacted by development facilitated by the proposed project.

Implementation of existing local regulations and policies would ensure that development facilitated by the proposed project would not interfere substantially with groundwater recharge or conflict

with implementation of water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 3a:</b> | Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?                                                                                                                       |
| <b>Threshold 3b:</b> | Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?                                                           |
| <b>Threshold 3c:</b> | Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? |
| <b>Threshold 3d:</b> | Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?                                                                                                                                                   |

**Impact HYD-3      DEVELOPMENT UNDER THE HOUSING ELEMENT AND GENERAL PLAN UPDATE WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF FUTURE DEVELOPMENT SITES, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING OR EXCEED THE CAPACITY OF STORMWATER DRAINAGE SYSTEMS. IMPACTS RELATED TO DRAINAGE PATTERNS WOULD BE LESS THAN SIGNIFICANT.**

---

### *Construction*

Construction activities would involve stockpiling, grading, excavation, dredging, paving, and other earth-disturbing activities that could temporarily alter existing drainage patterns. As described above, compliance with SWRCB's NPDES Construction General Permit and Los Angeles Region's NPDES MS4 Permits, and the applicable local regulations would reduce the risk of short-term erosion and increased runoff resulting from drainage alterations during construction. Local alteration of drainage at individual Draft Housing Opportunity Sites from development facilitated by the proposed project may occur, but such drainage alteration would be considered prior to grading or use permit approval, would be required to connect to the existing storm drainage system, and no

alteration of the course of streams or creeks would occur. Therefore, impacts would be less than significant.

### *Operation*

Development facilitated by the project may alter the existing drainage patterns in the Draft Housing Sites through introduction of new impervious surfaces and infrastructure, such as driveways, roofs, and patios, as well as new downspout outflows from residential rain gutters and new runoff from landscaping irrigation. These alterations could increase the rate and/or amount of surface runoff, redirect runoff to different discharge locations, or concentrate runoff from sheet flow to channelized flow. Runoff that does not infiltrate and flows off site would be captured in the local storm drain systems and ultimately discharge to the Los Angeles River.

Threshold 1 discusses applicable regulations that would limit pollutant discharges, including sediment and silt, from the proposed project. As discussed above, multiple layers of regulations require development facilitated by the proposed project to reduce and eliminate stormwater pollutants, as well as implementation of BMPs to control post-construction operational stormwater runoff. In particular, Provision VIII of the Los Angeles Region NPDES MS4 Permit, which requires post-construction stormwater control BMPs, and the Huntington Park General Plan and Municipal Code policies requiring adherence to the NPDES Permit as a condition of grading and use permit approval will work to enforce compliance with all relevant standards and regulations.

The Huntington Park General Plan goals and policies intended to reduce flood hazards and overwhelming of the drainage system, such as Safety Element Policies 2.1 through 2.4 and Public Facilities Policies 6.1 through 6.3, would reduce the potential for increased susceptibility to flooding on or offsite. Implementation of these goals and policies would ensure that the runoff from development facilitated by the project does not exceed the capacity of existing and future storm drain systems. Thus, impacts would be less than significant.

The proposed project would not alter the existing drainage patterns or contribute runoff water in a manner which would result in substantial erosion, siltation, or flooding, nor would it exceed the capacity of existing or planned stormwater drainage systems or result in substantial additional polluted runoff. Thus, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 4:** In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

**Impact HYD-4 DEVELOPMENT INCLUDED UNDER THE PROPOSED PROJECT WOULD NOT PLACE HOUSING AND OTHER STRUCTURES WITHIN FEMA-DESIGNATED FLOOD HAZARD AREAS AND TSUNAMI ZONES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Huntington Park does not contain large surface water bodies that would result in seiches. There are no FEMA-designated 100-year Flood Hazard Areas throughout city limits. The City of Huntington Park and surrounding area are not within a Tsunami Hazard Area. Therefore, there are no Draft

Housing Opportunity Sites within a flood hazard, tsunami, or seiche zone. Impacts would be less than significant without mitigation.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

## **4.9.4 Cumulative Impacts**

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065(a)(3)). The geographic scope for cumulative hydrology and water quality impacts is the extent of the watersheds located in Huntington Park, as described above in Section 4.9.1, *Setting*. This geographic scope is appropriate for hydrology and water quality because water quality impacts are localized in the watershed where the impact occurs.

As discussed throughout this analysis, development facilitated by the proposed project would increase the demand for water, which is supplied through imported and ground water. Cumulative development would not result in a significant cumulative impact with the implementation of each development project. The project's impacts to groundwater supplies and groundwater management efforts would be less than significant and the proposed project would not have a cumulative considerable contribution to a significant cumulative impact related to groundwater.

Cumulative development would generally increase impermeable surface area and increase runoff into the Los Angeles watershed. Development would potentially increase peak flood flows, alter drainage patterns, and increase pollutants in the regional stormwater. However, cumulative development would also be required to adhere to all applicable State and local regulations designed to control erosion and protect water quality, including the Huntington Park Municipal Code, NPDES Construction General Permit and MS4 General Permit, and Basin Plan policies. All construction sites larger than one acre in size would be required to prepare and submit a SWPPP, thereby reducing the risk of water degradation on and off site from soil erosion and other pollutants, and smaller developments would still be required to adhere to any permit requirements imposed by the applicable policies and ordinances discussed under Impacts HYD-1 through HYD-4, above.

As discussed above under Impacts HYD-1 through HYD-4, development facilitated by the proposed project would increase impervious surface areas. However, compliance with relevant water quality regulations, BMPs, and policies would reduce the risk of water degradation from soil erosion and other pollutants related to construction and operational activities. Construction and operation of development facilitated by the project would not violate any water quality standards or Waste Discharge Requirements or otherwise substantially degrade water quality. The project's water quality and groundwater recharge impacts would be less than significant. Development facilitated by the proposed project would comply with NPDES, MS4, and City requirements related to stormwater runoff and water quality and consequently would not contribute to cumulative impacts to peak runoff, flooding, groundwater recharge, or water quality. Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative impact related to water quality.



As discussed under Impact HYD-4, Huntington Park is not located within the 100-year flood hazard area or within a zone at risk of inundation by flood or seiche and therefore are not at risk of release of pollutants due to inundation. Projects would be analyzed and mitigated on a case-by-case basis and would be designed to avoid or mitigate potential impacts related to flooding. Cumulative impact related to flooding or seiche would therefore be less than significant with applicable mitigation. As discussed under Impact HYD-4, development facilitated by the proposed project would not impede or redirect flood flows or risk release of pollutants due to inundation. Projects would be required to adhere to all applicable building and fire codes, zoning requirements and design standards related to flood flows and project inundation, and impacts would be less than significant. The proposed project would not have a cumulatively considerable contribution to a significant cumulative impact related to flood hazard or inundation risks in the greater watershed or groundwater basin. Cumulative impacts to hydrology and water quality would be less than significant.

*This page intentionally left blank.*

## 4.10 Land Use and Planning

This section analyzes the consistency of the proposed project with applicable land use plans, policies, and regulations, and identifies environmental effects that would arise from such inconsistencies.

### 4.10.1 Setting

#### a. Existing Land Uses

The general distribution of land uses within the City is shown in Table 4.10-1. Although residential land uses comprise most of the City's land area, Huntington Park is characterized by a diverse range of land uses. Commercial uses, found throughout the City, make up the second largest portion of land area in the City. Less predominant in terms of land area are industrial, parks and recreation, schools, and public facilities.

**Table 4.10-1 Existing Land Use Summary for Huntington Park**

| Land Use Designation                          | Existing Acres (June 1990) | General Plan Acres |
|-----------------------------------------------|----------------------------|--------------------|
| Low-Density Residential (up to 8.7du/ac)      | 277                        | 276                |
| Medium-Density Residential (up to 17.4 du/ac) | 289                        | 160                |
| High-Density Residential (up to 20 du/ac)     | 238                        | 321                |
| Central Business District (CBD)/Residential   | -                          | 85                 |
| General Commercial                            | 198                        | 208                |
| Professional Commercial                       | 16                         | 10                 |
| Light Industry                                | 271 total                  | 124                |
| Industrial Manufacturing                      | 271 total                  | 131                |
| Parks and Recreation                          | 51                         | 46                 |
| Schools                                       | 70                         | 82                 |
| Public Facilities                             | 36                         | 25                 |
| Streets                                       | 470                        | 470                |
| Rail Transportation Corridor                  | 37                         | 37                 |
| Vacant                                        | 22                         | 0                  |
| <b>Total Acres</b>                            | <b>1,975</b>               | <b>1,975</b>       |

du/ac=dwelling units per acre

Parks and Recreation acreage appears to be reduced under the General Plan; this is due only to the redefining of the Civic Center buildings and the DWP right-of-way as "Public Facilities." No reduction in park acreage is proposed.

The existing land use survey included churches and water storage tanks in the Public Facilities category, Land use policy permits churches in all residential and commercial designations. Properties containing water storage tanks have been designated in the Plan for other land uses in the event any of the properties become available for other uses in the future. These circumstances account for the different acreage totals.

*City of Huntington Park 1991 General Plan Land Use Designations*

**RESIDENTIAL**

- **Low Density Residential:** The Low-Density Residential land use designation permits residential units up to 8.7 units per acre. Residences in this category are usually single-family, detached houses with private yards. Manufactured homes on permanent foundations are also permitted. Other uses, such as day care, schools, churches, and utility uses, are also allowed if the uses are shown to be compatible with, and serving the needs of, Low-Density Residential areas.
- **Medium Density Residential:** The Medium-Density Residential land use designation permits residential units up to 17.4 units per acre. These residences can include townhouses, small-lot single-family dwellings (e.g., zero lot line houses), two- and three-family housing arrangements, and low-rise apartment buildings. Other uses, such as rest homes, child-care facilities, and churches, are permitted if the uses are shown to be compatible with and serving the needs of Medium-Density Residential areas.
- **High Density Residential:** The High-Density Residential land use designation permits residential units up to 20 units per acre. Dwellings are typically within apartment or condominium complexes with shared open space. Other uses, such as rest homes, child-care facilities, and churches, are permitted if the uses are shown to be compatible with and serving the needs of High-Density Residential areas.
- **Senior Citizen Housing Overlay:** The Senior Citizen Housing Overlay land use designation permits senior citizen residential units up to 225 units per acre. Dwellings are typically located in high-rise developments with shared open space, meeting facilities, and lower parking requirements.

**MIXED USE AND COMMERCIAL**

- **Central Business District (CBD)/Residential:** The CBD/Residential land use designation is defined by use and specific location. Along portions of Pacific Boulevard, General Commercial and Professional Commercial uses are required on the ground floor, with either commercial or residential uses allowed on the upper floors. The maximum permitted floor-area ratio (FAR) for a CBD/Residential designation on Pacific Boulevard is 4:1.

Along portions of Rita, Rugby, and Seville avenues, residential and commercial uses are permitted to exist side by side. Multi-family residential development is allowed up to 70 units per acre without a requirement for commercial uses, and commercial development is allowed up to a FAR of 2:1 without a requirement for residential uses. However, General Commercial and Professional Commercial uses are permitted on the lower floors of an otherwise residential building. If a site on Rita, Rugby, or Seville includes both residential and commercial uses, 70 units per acre plus maximum allowable FAR commercial uses are permitted.

Single Room Occupancy Hotels are also permitted under the CBD/Residential designation.

All residences in the CBD/Residential area are required to have private, secured parking.

- **General Commercial:** The General Commercial land use designation permits a wide range of neighborhood and general retail and service establishments, such as stores and repair shops, to accommodate the surrounding community. Permitted uses include, among others, household appliance stores, auto repair shops, cafes, drugstores, and newsstands. The maximum permitted FAR is 1:1.

- **Professional Commercial:** The Professional Commercial land use designation permits business and professional offices and services, legal services, and related uses in or near the Central Business District and served by public transportation, where their locations are conveniently accessible. Typical uses include attorney's offices, banks, beauty shops, medical offices, and travel agencies, among others. Institutional uses are also conditionally permitted in areas designated for Professional Commercial. The maximum permitted FAR is 1:1.
- **Mixed Use Overlay:** The Mixed-Use land use designation allows residential development to occur in an area designated for another land use. The area along Sante Fe Avenue between Randolph Street and Florence Avenue will allow Medium Density Residential Development in addition to the land uses provided for under the current General Commercial Land Use designation, and property to the south of Clarendon Avenue will be limited to either commercial uses or vertically oriented mixed-use development (i.e. commercial/residential with only nonresidential uses on the ground level). Property located north of Clarendon Avenue will allow commercial uses, mixed uses, or solely residential use. Residential densities will be allowed to a maximum of 17.4 dwelling units per acre. The maximum permitted FAR is 1:1.
- **Single Room Occupancy ("SRO") Overlay:** The SRO Overlay designation allows mixed use development of commercial uses together with single room occupancy hotels. The overlay area is located on the east side of Santa Fe Avenue north of Randolph Street. The density is permitted up to 400 units per acre in addition to the uses provided for under the current General Commercial Land Use designation at a maximum FAR of 1:1.

#### **OTHER**

- **Light Industry:** The Light Industry land use designation permitted uses include light manufacturing, processing, warehousing, distribution, wholesaling, and related developments. Some of the allowable uses in this designation are cloth manufacturing, electric appliance assembly, and trade schools. The maximum permitted FAR is 1:1.
- **Industrial Manufacturing:** The Industrial Manufacturing land use designation permitted uses include manufacturing, processing, warehousing, distribution, wholesaling, and related developments of a more intense nature than those uses permitted in the Light Industry category. For example, brick manufacturing, lumber yards, and tool and die shops are permitted in this designation. The maximum permitted FAR is 0.5:1.
- **Parks and Recreation:** The Parks and Recreation land use designation includes all the public parks in Huntington Park, including their structures and facilities.
- **Schools:** The School land use designation includes all the public schools in Huntington Park, including their playground area.
- **Public Facilities:** The Public Facilities land use designation includes all federal, state, and local government properties— such as post offices, the Civic Center, and fire stations. Public Facilities also include hospitals and the Los Angeles Department of Water and Power utility easement that traverses the City near California Avenue and Muni Park. This category permits other land uses (such as nurseries) which are compatible with adjacent uses, and which provide an economic return on the land.
- **Rail Transportation Corridor:** The Rail Transportation Corridor land use designation includes three rail corridors that traverse Huntington Park:
  1. Southern Pacific Railroad on Alameda Street
  2. Southern Pacific Railroad on Randolph Street

3. Union Pacific Railroad on Salt Lake Avenue

- **Parking Overlay:** A Parking Overlay designation can exist in addition to the underlying land use designation. This overlay identifies areas where private owners or the City are encouraged to acquire property for parking facilities in order to alleviate parking shortages, for example, on portions of Gage and Florence avenues.

## 4.10.2 Regulatory Setting

### a. State Regulations

#### *California Housing Element Law*

California Housing Element law (Government Code Sections 65580 to 65589.8) includes provisions related to the requirements for housing elements of local government General Plans. Among these requirements are an assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs. Additionally, to assure that counties and cities recognize their responsibilities in contributing to the attainment of the State housing goals, this section of the Government Code calls for local jurisdictions to plan for, and facilitate the construction of, their fair share of the region's projected housing needs, known as the Regional Housing Needs Allocation (RHNA). The City of Huntington Park's most recent 2008-2014 Housing Element was adopted in February 2009.

#### *Local Agency Formation Commissions*

The Cortese-Knox-Hertzberg Local Government Reorganization Act (Cortese-Knox-Hertzberg Act) of 2000 (Government Code Section 56000 et seq.) establishes the process through which local agency boundaries are established and revised. Each county must have a Local Agency Formation Commission (LAFCO), which is the agency that has the responsibility to create orderly local government boundaries, with the goal of encouraging "planned, well-ordered, efficient urban development patterns," the preservation of open-space lands, and the discouragement of urban sprawl. While LAFCOs have no land use power, their actions determine which local government will be responsible for planning new areas. LAFCOs address a wide range of boundary actions, including the creation and modifications of spheres of influence for cities and special districts, annexations, reorganizations, incorporations, and the detachment of areas from special districts. A city's or special district's sphere of influence is an indication of an agency's future growth boundaries.

#### *Planning and Zoning Law*

State law requires each city and county in California to adopt a general plan for the physical development of the land within its planning area (Government Code Sections 65300-65404). The general plan must contain land use, housing, circulation, open space, conservation, noise, and safety elements, as well as any other elements that the city or county may wish to adopt. The circulation element of a local general plan must be correlated with the land use element.

Zoning authority originates from city and county police power and from the State's Planning and Zoning Law, which sets minimum requirements for local zoning ordinances. The city or county zoning code is the set of detailed requirements that implement the general plan policies at the level of the individual parcel. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, State law has required the city or county zoning code to be consistent with the jurisdiction's general plan.

### *Sustainable Communities and Climate Protection Act (SB 375)*

The Sustainable Communities and Climate Protection Act (SB 375) supports the State's climate goals by helping reduce greenhouse gas emissions through coordinated transportation, housing, and land use planning. Under the Act, the California Air Resources Board (CARB) set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010 and updated them in 2018. Each of the regions must prepare a SCS, as an integral part of its regional transportation plan, which contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet CARB's targets. The Act establishes some incentives to encourage implementation of the development patterns and strategies included in an SCS. Developers can get relief from certain environmental review requirements under the CEQA if their new residential and mixed-use projects are consistent with a region's SCS that meets the targets (see Public Resources Code Sections 21155, 21155.1, 21155.2, 21159.28).

## **b. Regional Regulations**

### *Southern California Association of Governments (SCAG)*

SCAG is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated MPO for the area, SCAG is mandated by the Federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections. As SCAG is the largest MPO in the United States, it has subregional councils of government to provide for the subregions' land use and transportation planning at a more local level. The sub-regional council for Huntington Park is the Gateway Cities Council of Governments (GCCOG).

### *South Coast Air Quality Management Plan*

SCAQMD is responsible for the production of a regional AQMP and has prepared multiple AQMPs to accomplish the goal of an annual five-percent reduction in air pollutant emissions. The most recent AQMP was published and adopted in 2017 (AQMD 2016). The AQMD is currently in the process of developing the next AQMP.

## **c. Local Regulations**

### *City of Huntington Park General Plan*

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements. The following land use and planning goals, policies, and actions are applicable to the proposed project as part of the Land Use, Open Space and Conservation, Noise, and Urban Design Elements (Huntington Park 1991):

### **LAND USE ELEMENT**

The Land Use Element describes existing land use patterns and provides the physical framework for land use and development in the City. The Land Use Element also contains policies to improve the

City's visual quality and livability, including its compatibility between neighborhoods, mixed-use areas, commercial areas, and industrial areas. It describes the economic context and sets out goals and policies to stimulate development, maintain fiscal health, and support other efforts to enhance the City's economy (Huntington Park 1991).

#### **OPEN SPACE AND CONSERVATION ELEMENT**

The Open Space and Conservation Element describes existing air quality, groundwater, energy conservation, open space, parks, and recreation patterns in the City. The Open Space and Conservation Element also contains policies to reduce air pollution through land use, transportation, and energy use planning. It identifies the goals, policies, and specific measures for managing the community's natural resources, open space, and recreational areas (Huntington Park 1991).

#### **URBAN DESIGN ELEMENT**

The Urban Design Element further builds on the Land Use Element, focusing on the on the quality and character of public areas and private development in the city. The Urban Design Element describes the goals, policies, and design concepts regarding the preservation and improvement of the quality and character of the City (Huntington Park 1991).

#### *City of Huntington Park Municipal Code (HPMC)*

The HPMC establishes regulations that implement the City's General Plan. Title 8, *Building Regulations*, of the HPMC describes the City's building codes and other related regulations. Title 9, *Zoning*, describes the City's zoning regulations and districts including special purpose zones, overlay zones, and the DTSP. Title 10, *Subdivisions*, focuses on planning and building codes for subdivisions.

#### *Downtown Huntington Park Specific Plan*

DTSP was adopted in August 2008 by the City of Huntington Park. The DTSP is intended to create a unique and identifiable downtown area for the City that is economically vibrant and pedestrian oriented. The Specific Plan extends from Randolph Street to the north, Seville Avenue and Zoe Avenue to the east, Florence Avenue to the south, and Rugby Avenue to the west. The DTSP is divided into four districts: District A– Gateway, District B– Festival, District C– Neighborhood, and District D– Zoe. The Specific Plan sets a vision for the 85-acre area to become a cleaner, more beautiful, mixed-use, pedestrian oriented neighborhood.

### **4.10.3 Impact Analysis**

#### **a. Methodology and Significance Thresholds**

The analysis in this section focuses on environmental impacts from the project's zoning ordinance amendments on the Draft Housing Opportunity Sites, as well as consistency with any applicable land use plans, policies, or regulations. The following thresholds of significance are based on Appendix G of the *CEQA Guidelines*. For purposes of this EA, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

1. Physically divide an established community
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect



The consistency analysis describes existing regional and local plans and policies and is intended to fulfill the requirements of *CEQA Guidelines* Section 15125(d). The emphasis of the analysis is on the project's inconsistency and potential conflicts between the proposed project and existing applicable land use plans adopted for the purpose of avoiding or mitigating an environmental effect, and whether any inconsistencies are significant environmental effects. The proposed project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable plans and does not conflict with directly applicable policies. A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation. Courts have also acknowledged that general and specific plans attempt to balance a range of competing interests, and that it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. Additionally, in reaching such consistency conclusions, the City may also consider the consequences of denial of a project, which can also result in other policy inconsistencies. For example, Government Code Section 65589.5 explains that the potential consequences of limiting the approval of housing are reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

For an impact to be considered significant, an inconsistency would also have to result in a significant adverse change in the environment not already addressed in the other resource chapters of this EA. The analysis below provides a discussion of the most relevant policies from the various planning documents. However, the City's consistency conclusions are based upon the planning documents as a whole.

|                                                                                   |
|-----------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project physically divide an established community? |
|-----------------------------------------------------------------------------------|

---

**Impact LU-1 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

Development facilitated by the proposed project would not result in the construction of barriers, such as new roads or other linear development or infrastructure, that would divide the existing communities surrounding the sites. Short-term construction impacts would be mostly contained within the housing inventory sites themselves; however, off-site improvements for utilities may be required for some of the sites for water and wastewater (refer to Section 4.15, *Utilities and Service Systems*).

No new transportation infrastructure would be required (refer to Section 4.14, *Transportation*, and Section 4.15, *Utilities and Service Systems*). Therefore, existing roadways would not be blocked, and construction would not limit access to a community or restrict movement within a community.

Development facilitated by the proposed project would not divide a community; rather it would promote the development of existing vacant, underdeveloped or underutilized properties, thereby locating people closer to existing employment, goods and services within an established community. Therefore, impacts related to dividing an established community would be less than significant.

### **Mitigation Measure**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact LU-2** THE PROPOSED PROJECT WOULD UPDATE THE LAND USE ELEMENT, HOUSING ELEMENT, AND SAFETY ELEMENT TO BRING THE CITY'S GENERAL PLAN INTO CONFORMANCE WITH STATE REQUIREMENTS AND FACILITATE DEVELOPMENT ALIGNED WITH THE VISION OF THE GENERAL PLAN. THESE UPDATES WOULD NOT CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. THERE WOULD BE NO IMPACT.

---

As set forth by State law, the General Plan serves as the primary planning document for the City and all subordinate documents and plans are required to be consistent with the General Plan. The proposed project would amend the Huntington Park General Plan and associated changes with the Housing Element, Land Use Element, and Safety Element as described in Section 2, *Project Description*, to remove constraints to housing development and facilitate the sufficient development of housing at densities appropriate for respective income levels consistent with the RHNA. The building types supported by the amendments to the allowable densities, FAR, and building heights would support the type of residential and mixed-use infill development envisioned in the General Plan.

The proposed project would facilitate development that would exceed the buildout projections described in the General Plan, as discussed in Section 4.12, *Population and Housing*. However, the proposed project would comply with pertinent State housing law and the City's 6<sup>th</sup> cycle RHNA allocation and has been prepared specifically to be consistent with applicable requirements of housing law. Thus, despite accommodating growth beyond that anticipated in the General Plan, housing growth under the proposed project would not be substantial or unplanned. The proposed project would update the General Plan to reflect new housing requirements; therefore, the planned growth under the proposed project would not conflict with the adopted General Plan.

Development standards associated with the proposed project would be required to be consistent with the other portions of the General Plan, including policies and programs adopted to address environmental impacts. All development in the City would be reviewed for consistency with the City's development standards set forth in HPMC as part of the design review process. The proposed project would not remove or modify any policies or measures from the General Plan that are intended for environmental protection and would not conflict with any General Plan policies or measures that are intended for environmental protection.

Therefore, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and potential impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

#### 4.10.4 Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for cumulative land use and planning impacts includes the geographic area of the City of Huntington Park. Development that is considered part of the cumulative analysis includes buildout of the City's General Plan.

Cumulative development in accordance with the City's General Plan would incrementally modify land use patterns and the general setting of the City. Planned cumulative development would incrementally increase overall development intensity throughout the City. However, land use and policy consistency impacts associated with buildout of the City's General Plan would be addressed on a case-by-case basis to determine consistency with applicable plans and policies. Since the planned projects would be required to be consistent with the General Plan, they would implement the City's vision for Huntington Park. In addition, these projects would generally reduce motor vehicle trips, trip lengths, and associated environmental impacts by being constructed near transit, jobs, services, and open spaces. Because the project's impacts related to land use compatibility and consistency with local plans and goals would be less than significant, the project's contribution to cumulative land use impacts would be less than significant.

*This page intentionally left blank*

## 4.11 Noise

---

This section evaluates noise and groundborne vibration impacts resulting from the construction and operation of new housing development accommodated by the proposed project. Topics addressed consist of short-term construction and long-term operational noise and vibration, including the exposure of noise-sensitive receivers to substantial or incompatible noise levels. Noise modeling results and the vibration calculations associated with the analysis herein are included in Appendix G to this EA.

### 4.11.1 Environmental Setting

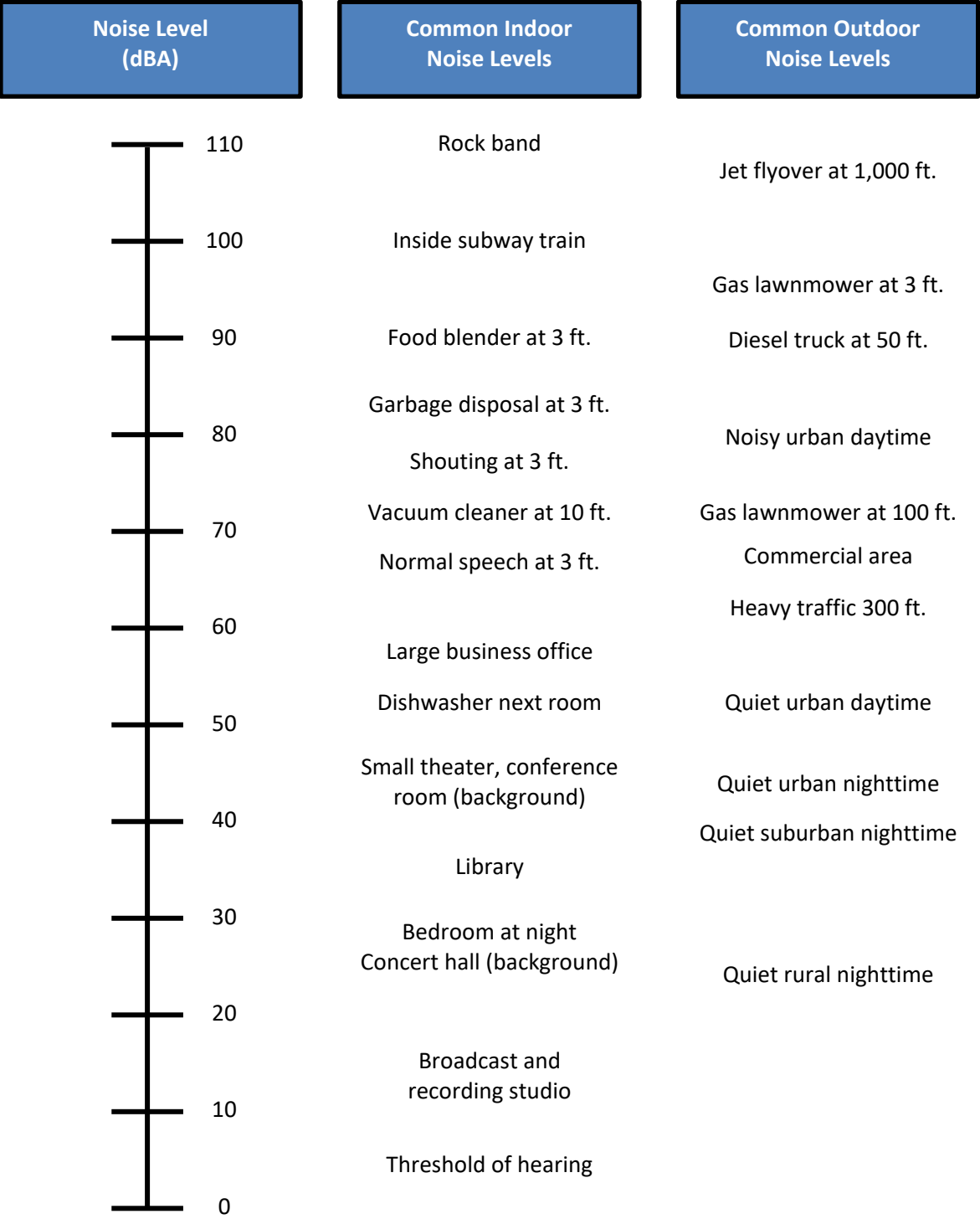
#### **a. Fundamentals of Noise**

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007). Common outdoor and indoor noise sources and their typical corresponding A-weighted noise levels are shown in Figure 4.11-1.

Human perception of noise has no simple correlation with sound energy. The perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Figure 4.11-1 Examples of Typical Noise Levels



Source: Caltrans 2013

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

### *Descriptors*

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically,  $L_{eq}$  is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady.  $L_{max}$  is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and  $L_{min}$  is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60- to 65-dBA  $L_{eq}$  range and ambient noise levels greater than 65 dBA  $L_{eq}$  can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$  or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

### *Propagation*

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of approximately 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is approximately 3 dBA for each doubling of distance.

## **b. Overview of Groundborne Vibration**

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hertz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hertz up to a high of about 200 Hertz (Crocker 2007). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hertz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018).

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration and other construction activity because it is related to the stresses that are experienced by buildings (Caltrans 2020). Table 4.11-1 summarizes the vibration damage criteria recommended by the FTA for evaluating the potential for architectural damage to buildings.



**Table 4.11-1 Criteria for Vibration Damage Potential**

| Building Category                                       | PPV (in/sec) |
|---------------------------------------------------------|--------------|
| I. Reinforced concrete, steel, or timber (no plaster)   | 0.5          |
| II. Engineered concrete and masonry (no plaster)        | 0.3          |
| III. Nonengineered timber and masonry buildings         | 0.2          |
| IV. Buildings extremely susceptible to vibration damage | 0.12         |

in/sec = inches per second; PPV = peak particle velocity  
Source: FTA 2018

### c. Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the Huntington Park 1991 General Plan Noise Element, residential areas, hospitals, convalescent homes, churches, libraries, schools, and childcare facilities are considered noise-sensitive uses (City of Huntington Park 1991).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment (e.g., recording studios or medical facilities with sensitive equipment). Other uses that may have particular sensitivity to groundborne vibration include historic sites and structures.

Residential uses comprise most of the sensitive receivers in the City. Other sensitive receivers consist of recreational uses (e.g., parks) and institutional (e.g., schools, hospitals) uses. Also, refer to Chapter 4.4, *Cultural and Tribal Cultural Resources*, for a discussion of historic properties in the City, which may be particularly sensitive to increases in groundborne vibration levels.

### d. Existing Conditions

#### Noise Sources

Huntington Park is affected by a variety of noise sources, including mobile and stationary sources. The most prevalent noise source in the City is traffic on the major arterial routes and trains utilizing Alameda Corridor. Roadways with the highest traffic volumes and speeds produce the highest noise levels. The roadways in Huntington Park with the highest traffic volumes and, thus, the highest noise levels are East Florence Avenue, Walnut Street, East Slauson Avenue, and South Alameda Street. Table 4.11-2 provides existing roadway vehicle noise levels along roadways in the plan area. 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 western section of the City affects residential uses at the western end of the City. Residential areas generate noise from resident gatherings and activities, vehicles, and operating household equipment. Schools in the City also create noise from buses, students, school activities, maintenance, and outdoor games.

**Table 4.11-2 Existing Roadway Vehicle Noise Along Roadway Segments**

| Roadway Segment                                             | Existing ADT | Existing Traffic Noise Level at 50 feet (dBA CNEL) |
|-------------------------------------------------------------|--------------|----------------------------------------------------|
| S. Alameda Street - E. Slauson Avenue to E. Gage Avenue     | 49,336       | 75.1                                               |
| S. Alameda Street - E. Gage Avenue to E. Florence Avenue    | 43,381       | 74.8                                               |
| S. Santa Fe Avenue - Fruitland Avenue to E. Slauson Avenue  | 28,998       | 73.8                                               |
| Santa Fe Avenue - E. Slauson Avenue to Randolph Street      | 36,425       | 74.0                                               |
| Santa Fe Avenue - Randolph Street to E. Gage Avenue         | 25,723       | 73.0                                               |
| Santa Fe Avenue - E. Gage Avenue to Walnut Street           | 34,656       | 73.7                                               |
| Pacific Boulevard - Fruitland Avenue to E. Slauson Avenue   | 28,173       | 70.4                                               |
| Pacific Boulevard - E. Slauson Avenue to Randolph Street    | 22,262       | 68.4                                               |
| Pacific Boulevard - Randolph Street to E. Gage Avenue       | 15,130       | 66.0                                               |
| Pacific Boulevard - E. Gage Avenue to E. Florence Avenue    | 18,163       | 66.7                                               |
| S. Soto Street - Fruitland Avenue to E. Slauson Avenue      | 28,937       | 70.9                                               |
| Stafford Avenue - E. Slauson Avenue to Randolph Street      | 8,268        | 61.5                                               |
| Stafford Avenue - E. Gage Avenue to E. Florence Avenue      | 3,671        | 58.8                                               |
| Miles Avenue - E. Slauson Avenue to Randolph Street         | 22,463       | 67.5                                               |
| Miles Avenue - Randolph Street to E. Gage Avenue            | 23,306       | 67.4                                               |
| Miles Avenue - E. Gage Avenue to East Florence Avenue       | 16,221       | 66.2                                               |
| Mountainview Avenue - Walnut Street to Santa Ana Street     | 18,685       | 66.9                                               |
| S. Boyle Avenue - Fruitland Avenue to E. Slauson Avenue     | 20,113       | 72.6                                               |
| S. Boyle Avenue - E. Slauson Avenue to Randolph Street      | 26,718       | 73.2                                               |
| State Street - Randolph Street to E. Gage Avenue            | 16,566       | 71.0                                               |
| State Street - E. Gage Avenue to Walnut Street              | 17,901       | 70.7                                               |
| State Street - Walnut Street to Santa Ana Street            | 13,996       | 70.0                                               |
| Salt Lake Avenue - E. Gage Avenue to E. Florence Avenue     | 11,050       | 65.2                                               |
| California Avenue - E. Florence Avenue to Santa Ana Street  | 18,623       | 69.7                                               |
| S. Maywood Avenue - E. Slauson Avenue to Randolph Street    | 18,157       | 68.7                                               |
| S. Maywood Avenue - Randolph Street to E. Gage Avenue       | 17,690       | 67.9                                               |
| Salt Lake Avenue - E. Florence Avenue to Live Oak Street    | 19,953       | 67.4                                               |
| Gifford Avenue - E. Slauson Avenue to Randolph Street       | 12,605       | 67.5                                               |
| Otis Avenue - Salt Lake Avenue to Santa Ana Street          | 16,740       | 65.7                                               |
| E. Slauson Avenue - Wilmington Avenue to Alameda Street     | 50,986       | 76.4                                               |
| E. Slauson Avenue - Alameda Street to S. Santa Fe Avenue    | 41,757       | 75.0                                               |
| E. Slauson Avenue - S. Santa Fe Avenue to Pacific Boulevard | 39,195       | 74.6                                               |
| E. Slauson Avenue - Pacific Boulevard to Stafford Avenue    | 41,800       | 74.2                                               |
| E. Slauson Avenue - Stafford Avenue to S. Soto Street       | 33,985       | 73.6                                               |
| E. Slauson Avenue - S. Soto Street to S. Boyle Avenue       | 39,333       | 73.9                                               |
| E. Gage Avenue - Wilmington Avenue to S. Alameda Street     | 30,134       | 70.6                                               |
| E. Gage Avenue - S. Alameda Street to Santa Fe Avenue       | 20,338       | 68.6                                               |
| E. Gage Avenue - Santa Fe Avenue to Pacific Boulevard       | 23,086       | 68.6                                               |

| Roadway Segment                                             | Existing ADT | Existing Traffic Noise Level at 50 feet (dBA CNEL) |
|-------------------------------------------------------------|--------------|----------------------------------------------------|
| E. Gage Avenue - Pacific Boulevard to Stafford Avenue       | 23,697       | 68.8                                               |
| E. Gage Avenue - Stafford Avenue to Miles Avenue            | 23,727       | 68.9                                               |
| E. Gage Avenue - Miles Avenue to State Street               | 28,371       | 69.2                                               |
| E. Gage Avenue - State Street to Salt Lake Avenue           | 20,030       | 68.7                                               |
| E. Gage Avenue - Salt Lake Avenue to California Avenue      | 16,044       | 67.3                                               |
| Randolph Street - Santa Fe Avenue to Pacific Boulevard      | 6,441        | 65.9                                               |
| Randolph Street - Stafford Avenue to Miles Avenue           | 6,062        | 63.6                                               |
| Randolph Street - S. Maywood Avenue to Gifford Avenue       | 3,175        | 63.0                                               |
| Randolph Street - Gifford Avenue to Atlantic Boulevard      | 6,419        | 65.9                                               |
| E. Florence Avenue - Wilmington Avenue to S. Alameda Street | 33,621       | 71.7                                               |
| E. Florence Avenue - S. Alameda Street to Santa Fe Avenue   | 46,406       | 73.0                                               |
| Walnut Street - Santa Fe Avenue to Pacific Boulevard        | 44,269       | 69.5                                               |
| E. Florence Avenue - Pacific Boulevard to Seville Avenue    | 37,682       | 71.9                                               |
| E. Florence Avenue - Seville Avenue to Stafford Avenue      | 37,075       | 72.0                                               |
| E. Florence Avenue - Stafford Avenue to Miles Avenue        | 39,708       | 72.1                                               |
| Walnut Street - Miles Avenue to Mountain View Avenue        | 54,240       | 71.0                                               |
| Walnut Street - Mountain View Avenue to State Street        | 41,707       | 69.6                                               |
| E. Florence Avenue - State Street to Salt Lake Avenue       | 49,530       | 73.3                                               |
| E. Florence Avenue - Salt Lake Avenue to California Avenue  | 73,887       | 75.4                                               |
| Walnut Street - California Avenue to Bear Avenue            | 48,107       | 70.6                                               |
| Santa Ana Street - Mountain View Avenue to State Street     | 6,925        | 62.9                                               |
| Santa Ana Street - State Street to California Avenue        | 13,196       | 65.9                                               |
| Santa Ana Street - California Avenue to Otis Avenue         | 7,989        | 63.8                                               |
| Santa Ana Street - Otis Avenue to Salt Lake Avenue          | 14,449       | 66.6                                               |

ADT = average daily traffic.  
Source: Data provided by Translutions 2023.

### Vibration Sources

Existing sources of operational vibration in the EA Study Area include vehicle traffic on roadways and trains on the rail lines. Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 in/sec, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)” (Caltrans 2020). Construction vibration levels have the potential to be significant when equipment such as impact and vibratory pile drivers, rock blasting, and vibratory rollers is used during project construction.

## 4.11.2 Regulatory Setting

### **a. Federal**

#### *Department of Housing and Urban Development*

The federal Department of Housing and Urban Development (HUD) sets environmental criteria and standards in Title 24 of the Code of Federal Regulations (CFR), Part 51. New construction proposed in areas that exceed 65 dBA  $L_{dn}$  must incorporate noise attenuation features to maintain interior noise levels at 45 dBA  $L_{dn}$ . Development in areas exceeding 65 dBA  $L_{dn}$  requires further attenuation features. In general, the HUD regulations match the California state regulations discussed below.

#### *Federal Transit Administration*

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA  $L_{eq}$  for an 8-hour period.

#### *Occupational Health and Safety Administration*

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is not addressed further in this analysis.

### **b. State**

#### *California General Plan Guidelines*

State law requires general plans to include a Noise Element under Government Code Section 65302(f). The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These guidelines are advisory, and local jurisdictions have the authority to set specific noise standards based on local conditions.

#### *California Building Code*

California Code of Regulations Title 24, Building Standards Administrative Code, Part 2, Chapter 12, and the California Building Code codify the State noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources and interior noise sources from separate areas. The regulations specify that interior noise levels shall not exceed 45 dB CNEL/ $L_{dn}$  in any habitable room, as well as specifying sound transmission class requirements for walls, floors, and ceilings around sleeping units.

### *California Green Building Code*

California Green Building Standards Code 2022 (CALGreen) Section 5.507.4, Acoustical Control, regulates construction of non-residential uses within the 65 dBA CNEL/L<sub>dn</sub> contour of an airport, freeway, expressway, railroad, industrial noise source, or other fixed source. According to Section 5.507.4.1.1 “buildings exposed to a noise level of 65 dB L<sub>eq</sub>(1-hr) during any hour of operation shall employ sound-resistant assemblies as determined by a prescriptive method (CALGreen Section 5.507.4.1) or performance method (CALGreen Section 5.507.4.2).

Projects may demonstrate compliance through the prescriptive method if wall and roof-ceiling assemblies exposed to the noise source meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor/indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. Projects may demonstrate compliance through the performance method if wall and roof-ceiling assemblies exposed to the noise source are constructed to provide an interior noise environment that does not exceed 50 dB L<sub>eq-1Hr</sub> in occupied areas during hours of operations.

### **c. Regional**

#### *Airport Land Use Commission*

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) and for coordinating the airport planning of public agencies within the county. The ALUC coordinates planning for the areas surrounding public use airports, and the Airport Land Use Plan (ALUP) provides for the orderly expansion of the County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. The City of Huntington Park is not located within the noise impact areas of nearby airports, however, there are several airports in the City's vicinity, including the Long Beach Airport, the Compton Airport, and the Los Angeles International Airport. The Los Angeles County ALUC is responsible for implementing airport land use plans for these airports that promote compatibility between each airport in the county and the surrounding land uses to ensure that hazardous conditions, including incompatible noise levels, are not created (Los Angeles County 2004).

### **d. Local**

#### *City of Huntington Park General Plan Noise Element*

The Noise Element describes the existing and future noise conditions and issues in the City. The Noise Element establishes goals, policies, and standards which regulate the noise within Huntington Park (Huntington Park 1991).

The following goals and policies from the 1991 General Plan Noise Element are relevant to the proposed project:

**Goal 1.0:** Reduce noise impacts from transportation noise sources.

**Policy 1.1:** Require construction of barriers to shield noise-sensitive uses from excessive noise.

**Policy 1.5:** Monitor noise from buses and other heavy vehicles in residential areas. If necessary, consider alternate circulation routes for those types of vehicles.

**Policy 1.6:** Discourage through-traffic in residential neighborhoods by use of speed bumps and/or one-way streets.

**Goal 2.0:** Incorporate noise considerations into land use planning decisions.

**Policy 2.1:** Establish targeted limits of noise for various land uses throughout the community, in accordance with Table 4.11-3.

**Policy 2.2:** Ensure acceptable noise levels near schools hospitals, convalescent homes, and other noise-sensitive areas, in accordance with Table 4.11-3.

**Policy 2.4:** Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.

**Policy 2.5:** Discourage and, if necessary, prohibit the location of noise-sensitive land uses in noisy environments.

**Goal 3.0:** Minimize noise spillover from commercial and industrial uses into nearby residential neighborhood.

**Policy 3.1:** Enforce the 65 dBA State standard for exterior noise levels for all commercial uses.

**Policy 3.2:** Require that a minimum of fifteen (15) feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.

**Policy 3.3:** Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

**Policy 3.4:** Prohibit truck deliveries to commercial and industrial properties abutting residential uses before 7 a.m. and after 9 p.m. unless there is no feasible alternative.

**Goal 4.0:** Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.

**Policy 4.1:** Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.

**Policy 4.2:** Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

**Policy 4.3:** Orient mixed use residential units away from major noise sources.

**Policy 4.4:** Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

Table 4.11-3 show standards and criteria that specify acceptable limits of noise for various land uses throughout Huntington Park. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities.

**Table 4.11-3 Interior and Exterior Noise Standards**

| Land Use Category           | Uses                                                                                  | Interior (CNEL) | Exterior (CNEL) |
|-----------------------------|---------------------------------------------------------------------------------------|-----------------|-----------------|
| Residential                 | Single Family Duplex, Multi-Family                                                    | 45              | 65              |
|                             | Mobile Homes                                                                          | -               | 65              |
| Commercial                  | Hotel, Motel, Transient Lodging                                                       | 45              | -               |
| Industrial<br>Institutional | Commercial Retail, Bank, Restaurant                                                   | 55              | -               |
|                             | Office Building, Research and Development, Professional Offices, City Office Building | 50              | -               |
|                             | Amphitheater, Concert Hall, Auditorium, Meeting Hall                                  | 45              | -               |
|                             | Gymnasium                                                                             | 50              | -               |
|                             | Sports Club                                                                           | 55              | -               |
|                             | Manufacturing, Warehousing, Wholesale, Utilities                                      | 65              | -               |
|                             | Movie Theatres                                                                        | 45              | -               |
|                             | Hospital; Schools classroom                                                           | 45              | 65              |
|                             | Church, Library                                                                       | 45              | -               |
|                             |                                                                                       |                 |                 |
| Open Space                  | Parks                                                                                 | -               | 65              |

Source: City of Huntington Park 1991 General Plan

**Goal 5.0:** Develop measures to control non-transportation noise impacts.

**Policy 5.3:** Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.

**Policy 5.4:** Establish and maintain coordination among the agencies involved in noise abatement.

#### *City of Huntington Park Municipal Code*

The City's noise standards, found in Title 5, Chapter 11, Article 1 (Noise) and Title 9, Chapter 3, Article 5 (Noise Standards) of the HPMC, sets forth hours of operation for certain activities and standards for determining when noise is deemed to be a disturbance.

According to Section 5-11.01 of the HPMC, any noise created, made, maintained, or produced by, through, or on account of the operation, starting, manipulation, use, movement, working, handling, or maneuvering of any device, appliance, apparatus, equipment, object, or thing, mechanical or otherwise, within the City by any person, and which noise is of sufficient loudness, intensity, or character and/or of such continuance or recurrence as to disturb the peace or quiet of any neighborhood within the City, is hereby declared to be a nuisance affecting the public peace, health, and safety of the City.

Furthermore, according to Section 5-11.03.1 of the HPMC, no person shall use or operate a radio, tape player, tape recorder, record player, television or similar sound device in a vehicle on any

property within the City, such that it annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others. In addition, the operation of any radio or similar sound device in such a manner as to be plainly audible at a distance of 25 feet from the vehicle in which the device is located shall be accepted as evidence of a violation of this section. This section does not prohibit or inhibit the operation of emergency vehicles, law enforcement functions or other functions specifically authorized by the City.

Similarly, according to Section 5-11.04 of the HPMC prohibits any person to keep, maintain, allow, or permit to be kept or maintained at or upon any premises in Zone R-1 or R-3 of the City, which premises are owned, occupied, and controlled by such person, any workshop or work or repairing or industry which is unsightly or the noise or noxious odors from which disturb the peace and quiet of the owners of adjoining property or which depreciates the value of adjoining and surrounding property.

Finally, Section 9-3.506 of the HPMC states that noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays

### 4.11.3 Impact Analysis

#### **a. Methodology and Thresholds of Significance**

##### *Thresholds*

In accordance with Appendix G of the CEQA Guidelines, the Housing Element Update's noise and vibration impacts would be significant if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Generate excessive groundborne vibration or groundborne noise levels
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels

#### **CONSTRUCTION NOISE THRESHOLDS**

Development facilitated by the project could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in Municipal Code Section 9-1-1-105.10. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from the project, the City has determined that the FTA construction criteria are applicable to the project. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their Transit and Noise Vibration Impact Assessment Manual (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA  $L_{eq(8hr)}$  for an 8-hour period. Construction noise would be significant if it exceeds this threshold.



## **OPERATIONAL NOISE THRESHOLDS**

The City does not have quantified limits in the Municipal Code for stationary noise sources such as HVAC and other mechanical equipment. Therefore, operational noise standards based upon U.S. EPA are provided for this analysis. At residential and other noise-sensitive land uses, a daytime limit of 60 dBA  $L_{eq}$  to prevent potential speech interference is used. For nighttime noise at residential properties, an exterior limit of 50 dBA  $L_{eq}$  is used. Based upon available sleep criteria data, an interior nighttime level of 35 dBA is considered acceptable (U.S. EPA 1974). Assuming a 15 dBA reduction with windows open, an exterior noise level of 50 dBA  $L_{eq}$  would be required to maintain an acceptable interior noise environment of 35 dBA.

For traffic noise increases, the following thresholds of significance are used to assess traffic noise impacts at sensitive receptor locations, which are generally based on those recommended by the Federal Aviation Administration (FAA):

- Greater than 1.5 dBA increase for ambient noise environments of 65 dBA CNEL and higher;
- Greater than 3 dBA increase for ambient noise environments of 60 -64 CNEL; and
- Greater than 5 dBA increase for ambient noise environments of less than 60 dBA CNEL.

## **LAND USE COMPATIBILITY THRESHOLDS**

Agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369, the California Supreme Court explained that an agency is only required to analyze the potential impacts to future residents if the project would exacerbate those existing environmental hazards or conditions, new school projects, and projects affected by airport noise. CEQA analysis is, therefore, generally concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Implementation of the proposed project could expose future residents to ambient noise levels that exceed the City's noise and land use compatibility standards for acceptable noise exposure. General Plan Noise Element Policy 2.2 ensures acceptable noise exposure at schools, hospitals, convalescent homes, and other noise-sensitive areas based on the City's noise and land use compatibility standards.

## **GROUNDBORNE VIBRATION THRESHOLDS**

The City has not adopted quantified limits to assess vibration impacts during construction and operation. Therefore, the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) is used to evaluate potential construction vibration impacts. Construction vibration impacts would be significant if vibration levels exceed the FTA criteria shown in Table 4.11-1. For example, impacts would be significant if vibration levels exceed 0.2 in/sec PPV for residential structures and 0.3 in/sec PPV for commercial structures, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Construction vibration impacts would also be significant if vibration levels exceed 0.12 in/sec PPV for extremely fragile historic buildings, as shown in Table 4.11-1.

## **AIRPORT NOISE THRESHOLDS**

Exposure to airport noise would be significant if new housing development is located within the noise contours of the Long Beach, Compton, or Los Angeles International Airports that exceed the City's land use compatibility standards shown in Table 4.11-3.

### *Methodology*

The following describes the methodology, including models, used to evaluate the significance of potential noise and vibration impacts related to the proposed project.

#### **CONSTRUCTION NOISE**

Construction equipment can be considered to operate in two modes: stationery and mobile. Stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around a construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders. Each phase of construction has its own noise characteristics due to specific equipment mixes; some will have higher continuous noise levels than others and some may have high-impact intermittent noise levels. Therefore, construction noise levels may fluctuate depending on the type of equipment being used, construction phase, or equipment location. Typically, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area.

Variation in power imposes difficulty in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the  $L_{eq}$  of the operation (FHWA 2006). It is very common for programmatic analysis such as this to utilize a conservative standard reference distance of 50 feet; project-specific noise analysis might use more specific values and it would be uncommon for there to be multiple pieces of heavy equipment operating together so close to a nearby property line for very long.

Heavy construction equipment during grading and site preparation for development facilitated by the project would typically include bulldozers, excavators, front-end loaders, dump trucks, and graders. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location due to the different tasks performed by each piece of equipment. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Impact devices such as pile drivers may be used for construction of development facilitated by the project. Although use of pile drivers is uncommon during construction for the type of development facilitated by the project, this analysis considers the potential for use of this equipment as a conservative analysis as some ground types or subterranean parking facilities may require their use. A pile driver is sometimes used to drive foundation piles into the ground. These devices would typically operate separately from other equipment. Typical noise levels associated with the types of heavy equipment most likely to be utilized during development associated with the project are given in Table 4.11-4 below.

**Table 4.11-4 Typical Construction Equipment Noise Levels**

| Equipment           | Estimated Noise Levels at Nearest Sensitive Receptors (dBA L <sub>eq</sub> ) |          |
|---------------------|------------------------------------------------------------------------------|----------|
|                     | 50 feet                                                                      | 100 feet |
| Air Compressor      | 80                                                                           | 74       |
| Backhoe             | 80                                                                           | 74       |
| Concrete Mixer      | 85                                                                           | 79       |
| Dozer               | 85                                                                           | 79       |
| Grader              | 85                                                                           | 79       |
| Jack Hammer         | 88                                                                           | 82       |
| Loader              | 80                                                                           | 74       |
| Paver               | 85                                                                           | 79       |
| Pile-drive (Impact) | 101                                                                          | 95       |
| Pile-driver (Sonic) | 95                                                                           | 89       |
| Roller              | 85                                                                           | 79       |
| Saw                 | 76                                                                           | 70       |
| Scarified           | 83                                                                           | 77       |
| Scraper             | 85                                                                           | 79       |
| Truck               | 84                                                                           | 78       |

Source: FTA 2018

### OPERATIONAL STATIONARY NOISE

The primary on-site noise sources associated with operation of residential units, and those discussed in this analysis, would include noise from stationary heating, ventilation, and air conditioning (HVAC) equipment and outdoor activities from residential uses, and HVAC and other mechanical equipment and truck loading/unloading at light industrial uses.

### OPERATIONAL TRAFFIC NOISE

Development accommodated under the Housing Element Update would generate motor vehicle trips, thereby increasing off-site traffic on area roadways. The Project's traffic noise impacts are analyzed based on data provided by Translutions. The overall increase in traffic noise was estimated using the FHWA roadway vehicle noise prediction model methodology. Roadway vehicle noise impacts are analyzed based on average daily traffic (ADT) volumes for Existing (SCAG 2020) and 2040 Buildout (2040 SCAG Huntington HE) traffic conditions, as well as speeds, vehicle mix, and number of lanes data. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, roadway vehicle volumes, vehicle speeds, car/truck mix, and number of lanes. Traffic noise modeling inputs and outputs are included in Appendix G.

## GROUNDBORNE VIBRATION

Operation of the proposed project would not include any substantial vibration sources (e.g., use of heavy equipment). Rather, construction activities would have the greatest potential to generate groundborne vibration affecting sensitive receivers and/or structures adjacent to a construction site, especially during grading and when a site is located near a historic site or structure.

Table 4.11-5 shows typical vibration levels for various pieces of construction equipment.

**Table 4.11-5 Typical Vibration Levels for Construction Equipment**

| Equipment            | PPV (in/sec) at 25 Feet |
|----------------------|-------------------------|
| Pile Driver (Impact) | 1.518                   |
| Pile Driver (Sonic)  | 0.734                   |
| Vibratory Roller     | 0.210                   |
| Hoe Ram              | 0.089                   |
| Large Bulldozer      | 0.089                   |
| Caisson Drilling     | 0.089                   |
| Loaded Truck         | 0.076                   |
| Jackhammer           | 0.035                   |
| Small Bulldozer      | 0.003                   |
| Sources: FTA 2018    |                         |

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts are typically modeled based on the distance from the location of vibration-intensive construction activities, which is conservatively assumed to be edge of a project site, to the edge of the nearest off-site structures. Construction vibration levels that could occur due to buildout of the proposed project are based on reference vibration levels published by the FTA.

### b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the proposed plan generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Impact NOI-1 CONSTRUCTION OF INDIVIDUAL PROJECTS FACILITATED BY THE PROPOSED PROJECT WOULD TEMPORARILY INCREASE NOISE LEVELS, POTENTIALLY AFFECTING NEARBY NOISE-SENSITIVE LAND USES. DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD ALSO INTRODUCE NEW NOISE SOURCES AND CONTRIBUTE TO INCREASES IN OPERATIONAL NOISE. THE CONTINUED REGULATION OF NOISE, CONSISTENT WITH THE CITY CODE AND GENERAL PLAN NOISE ELEMENT POLICIES WOULD MINIMIZE DISTURBANCE TO ADJACENT LAND USES. HOWEVER, CONSTRUCTION AND OPERATIONAL STATIONARY NOISE COULD EXCEED STANDARDS. CONSTRUCTION NOISE WOULD BE SIGNIFICANT AND UNAVOIDABLE EVEN WITH MITIGATION.**

#### *Construction*

Noise from individual construction projects facilitated by the project would temporarily increase ambient noise levels at adjacent property lines. Since there are no specific plans or time scales for

individual development projects that would be facilitated by the project, it is not possible to determine exact noise levels or time periods for construction of such projects, or construction noise at adjacent properties.

Construction activities would generate noise around the City. Table 4.11-4 illustrates typical noise levels associated with construction equipment at a distance of 50 feet. Noise would typically drop off at a rate of about 6 dBA per doubling of distance. Therefore, noise levels would be about 6 dBA lower than shown in Table 4.11-4 at 100 feet from the noise source and 12 dBA lower at a distance of 200 feet from the noise source. Construction may involve the operation of pile drivers. Pile foundations are generally used under two situations: 1) when there is a layer of weak soil at the ground surface that cannot support the weight of a building; or 2) when a building or structure has very heavy, concentrated loads, such as in a high-rise structure, bridge, or water tank.

As shown in Table 4.11-4 noise levels at 50 feet from construction activity associated with development facilitated by the project could approach 88 dBA  $L_{max}$  with typical heavy-duty construction equipment such as a jackhammer, and up to 101 dBA  $L_{max}$  with more intensive equipment such as an impact pile driver. Depending on the type of equipment, the duration of use, the distance to receivers, and the potential for pile driving, construction noise could exceed the daytime FTA construction noise thresholds of 80 dBA  $L_{eq}$ , for an 8-hour period for residential uses. Construction noise could increase ambient noise levels and may temporarily disturb people at neighboring properties.

The temporary nature of construction noise and compliance with HPMC Section 9-3.506, which limits construction activity to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and Saturdays, would minimize construction noise impacts. General Plan Noise Element Policy 5.3 requires sound attenuation devices on construction equipment. However, it is still possible that construction noise would not result in a substantial increase over ambient noise levels or that nighttime construction noise may sometimes be necessary if pumps need to run continuously or for concrete pours. The construction noise threshold of 80 dBA  $L_{eq}$  daytime at residential uses could be exceeded during future development under the project and, therefore, construction noise is considered potentially significant. Mitigation Measure NOI-1 is required to reduce construction noise impacts.

### *Operation*

#### **OPERATIONAL STATIONARY NOISE**

Stationary sources of noise may occur on all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and mechanical equipment such as ground-level and rooftop ventilation and heating (HVAC) systems. Commercial uses would generate noise from HVAC systems, loading docks, and other sources. Other noise generated by residential or commercial uses such as conversations and parking lot activity is generally short and intermittent. A common HVAC unit is expected to generate up to approximately 72 dBA at three feet. For large buildings, such units are typically located on the roof, where operational noise is greatly reduced by distance and the intervening building or parapet wall itself. However, for smaller buildings including smaller multi-family residential units, large HVAC units are often placed at ground level on a concrete pad adjacent to the building. Existing noise sensitive receivers could be affected by operational noise from properties developed under the project.

The HPMC does not establish quantitative operational noise thresholds, but HPMC Section 5-11.01 prohibits any noise created, made, maintained, or produced by, through, or on account of the operation, starting, manipulation, use, movement, working, handling, or maneuvering of any device,

appliance, apparatus, equipment, object, or thing, mechanical or otherwise, within the City by any person, and which noise is of sufficient loudness, intensity, or character and/or of such continuance or recurrence as to disturb the peace or quiet of any neighborhood within the City.

Development under the proposed project would adhere to General Plan Policy 3.2, which requires that a minimum of 15 feet be landscaped as a buffer between a commercial or mixed-use structure and the adjoining residential parcel. At a distance of 15 feet, it is estimated that HVAC noise could be up to 58 dBA, which is below the daytime significance threshold of 60 dBA Leq but above the nighttime significance threshold of 50 dBA Leq for residential and other noise-sensitive receptors. General Plan Noise Element Policies 3.3, 3.4, 4.1, 4.2, and 4.3 would reduce stationary source noise impacts. However, the increase in ambient noise levels from operational use of residential-scale HVAC units or mechanical equipment and other stationary sources from mixed-use residential projects would be potentially significant. Mitigation Measure NOI-2 would be required.

#### **OPERATIONAL TRAFFIC NOISE**

Cumulative development would result in increased vehicle trips on various roadway segments, as shown in Table 4.11-6. All roadway segments would have a less than 1.5 dBA CNEL increase in traffic noise, which is the most stringent threshold for traffic noise increases for all existing ambient noise environments. Therefore, traffic noise increases from the proposed project would be less than significant.

**Table 4.11-6 Traffic Noise Increases Along Roadway Segments**

| Roadway Segment                                            | Existing ADT | 2040 Buildout ADT | Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | 2040 Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | Roadway Vehicle Noise Increase (dBA CNEL) | Significant? Y/N |
|------------------------------------------------------------|--------------|-------------------|------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|------------------|
| S. Alameda Street - E. Slauson Avenue to E. Gage Avenue    | 49,336       | 49,597            | 75.1                                                       | 75.1                                                   | 0.0                                       | N                |
| S. Alameda Street - E. Gage Avenue to E. Florence Avenue   | 43,381       | 43,652            | 74.8                                                       | 74.8                                                   | 0.0                                       | N                |
| S. Santa Fe Avenue - Fruitland Avenue to E. Slauson Avenue | 28,998       | 28,451            | 73.8                                                       | 73.7                                                   | -0.1                                      | N                |
| Santa Fe Avenue - E. Slauson Avenue to Randolph Street     | 36,425       | 36,094            | 74.0                                                       | 74.1                                                   | 0.1                                       | N                |
| Santa Fe Avenue - Randolph Street to E. Gage Avenue        | 25,723       | 24,717            | 73.0                                                       | 73.1                                                   | 0.1                                       | N                |
| Santa Fe Avenue - E. Gage Avenue to Walnut Street          | 34,656       | 34,788            | 73.7                                                       | 73.6                                                   | -0.1                                      | N                |
| Pacific Boulevard - Fruitland Avenue to E. Slauson Avenue  | 28,173       | 27,431            | 70.4                                                       | 70.9                                                   | 0.5                                       | N                |
| Pacific Boulevard - E. Slauson Avenue to Randolph Street   | 22,262       | 20,817            | 68.4                                                       | 68.6                                                   | 0.2                                       | N                |
| Pacific Boulevard - Randolph Street to E. Gage Avenue      | 15,130       | 14,982            | 66.0                                                       | 65.6                                                   | -0.4                                      | N                |
| Pacific Boulevard - E. Gage Avenue to E. Florence Avenue   | 18,163       | 18,799            | 66.7                                                       | 66.9                                                   | 0.2                                       | N                |
| S. Soto Street - Fruitland Avenue to E. Slauson Avenue     | 28,937       | 28,012            | 70.9                                                       | 71.3                                                   | 0.5                                       | N                |
| Stafford Avenue - E. Slauson Avenue to Randolph Street     | 8,268        | 8,124             | 61.5                                                       | 61.5                                                   | 0.0                                       | N                |
| Stafford Avenue - E. Gage Avenue to E. Florence Avenue     | 3,671        | 3,355             | 58.8                                                       | 58.2                                                   | -0.5                                      | N                |
| Miles Avenue - E. Slauson Avenue to Randolph Street        | 22,463       | 22,174            | 67.5                                                       | 67.8                                                   | 0.3                                       | N                |
| Miles Avenue - Randolph Street to E. Gage Avenue           | 23,306       | 22,530            | 67.4                                                       | 67.4                                                   | 0.0                                       | N                |
| Miles Avenue - E. Gage Avenue to East Florence Avenue      | 16,221       | 15,685            | 66.2                                                       | 66.5                                                   | 0.3                                       | N                |
| Mountainview Avenue - Walnut Street to Santa Ana Street    | 18,685       | 17,619            | 66.9                                                       | 67.1                                                   | 0.2                                       | N                |
| S. Boyle Avenue - Fruitland Avenue to E. Slauson Avenue    | 20,113       | 19,453            | 72.6                                                       | 73.0                                                   | 0.4                                       | N                |
| S. Boyle Avenue - E. Slauson Avenue to Randolph Street     | 26,718       | 25,512            | 73.2                                                       | 73.3                                                   | 0.2                                       | N                |
| State Street - Randolph Street to E. Gage Avenue           | 16,566       | 16,256            | 71.0                                                       | 71.2                                                   | 0.3                                       | N                |
| State Street - E. Gage Avenue to Walnut Street             | 17,901       | 18,017            | 70.7                                                       | 70.7                                                   | 0.0                                       | N                |
| State Street - Walnut Street to Santa Ana Street           | 13,996       | 13,547            | 70.0                                                       | 70.1                                                   | 0.1                                       | N                |
| Salt Lake Avenue - E. Gage Avenue to E. Florence Avenue    | 11,050       | 11,191            | 65.2                                                       | 64.7                                                   | -0.5                                      | N                |
| California Avenue - E. Florence Avenue to Santa Ana Street | 18,623       | 18,247            | 69.7                                                       | 69.9                                                   | 0.2                                       | N                |

City of Huntington Park  
Housing Element and General Plan Update

| Roadway Segment                                             | Existing ADT | 2040 Buildout ADT | Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | 2040 Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | Roadway Vehicle Noise Increase (dBA CNEL) | Significant? Y/N |
|-------------------------------------------------------------|--------------|-------------------|------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|------------------|
| S. Maywood Avenue - E. Slauson Avenue to Randolph Street    | 18,157       | 17,553            | 68.7                                                       | 68.5                                                   | -0.2                                      | N                |
| S. Maywood Avenue - Randolph Street to E. Gage Avenue       | 17,690       | 17,886            | 67.9                                                       | 67.7                                                   | -0.2                                      | N                |
| Salt Lake Avenue - E. Florence Avenue to Live Oak Street    | 19,953       | 19,983            | 67.4                                                       | 67.4                                                   | 0.0                                       | N                |
| Gifford Avenue - E. Slauson Avenue to Randolph Street       | 12,605       | 11,868            | 67.5                                                       | 68.7                                                   | 1.1                                       | N                |
| Otis Avenue - Salt Lake Avenue to Santa Ana Street          | 16,740       | 15,724            | 65.7                                                       | 65.7                                                   | 0.0                                       | N                |
| E. Slauson Avenue - Wilmington Avenue to Alameda Street     | 50,986       | 50,739            | 76.4                                                       | 75.9                                                   | -0.5                                      | N                |
| E. Slauson Avenue - Alameda Street to S. Santa Fe Avenue    | 41,757       | 41,558            | 75.0                                                       | 75.6                                                   | 0.6                                       | N                |
| E. Slauson Avenue - S. Santa Fe Avenue to Pacific Boulevard | 39,195       | 39,384            | 74.6                                                       | 75.4                                                   | 0.8                                       | N                |
| E. Slauson Avenue - Pacific Boulevard to Stafford Avenue    | 41,800       | 41,572            | 74.2                                                       | 75.0                                                   | 0.8                                       | N                |
| E. Slauson Avenue - Stafford Avenue to S. Soto Street       | 33,985       | 33,684            | 73.6                                                       | 74.5                                                   | 0.9                                       | N                |
| E. Slauson Avenue - S. Soto Street to S. Boyle Avenue       | 39,333       | 40,056            | 73.9                                                       | 74.9                                                   | 1.0                                       | N                |
| E. Gage Avenue - Wilmington Avenue to S. Alameda Street     | 30,134       | 30,390            | 70.6                                                       | 71.0                                                   | 0.4                                       | N                |
| E. Gage Avenue - S. Alameda Street to Santa Fe Avenue       | 20,338       | 19,452            | 68.6                                                       | 68.9                                                   | 0.2                                       | N                |
| E. Gage Avenue - Santa Fe Avenue to Pacific Boulevard       | 23,086       | 23,006            | 68.6                                                       | 68.9                                                   | 0.3                                       | N                |
| E. Gage Avenue - Pacific Boulevard to Stafford Avenue       | 23,697       | 23,524            | 68.8                                                       | 68.5                                                   | -0.3                                      | N                |
| E. Gage Avenue - Stafford Avenue to Miles Avenue            | 23,727       | 23,712            | 68.9                                                       | 68.6                                                   | -0.2                                      | N                |
| E. Gage Avenue - Miles Avenue to State Street               | 28,371       | 28,666            | 69.2                                                       | 69.5                                                   | 0.3                                       | N                |
| E. Gage Avenue - State Street to Salt Lake Avenue           | 20,030       | 20,461            | 68.7                                                       | 68.5                                                   | -0.3                                      | N                |
| E. Gage Avenue - Salt Lake Avenue to California Avenue      | 16,044       | 15,755            | 67.3                                                       | 67.4                                                   | 0.1                                       | N                |
| Randolph Street - Santa Fe Avenue to Pacific Boulevard      | 6,441        | 5,693             | 65.9                                                       | 66.4                                                   | 0.5                                       | N                |
| Randolph Street - Stafford Avenue to Miles Avenue           | 6,062        | 5,767             | 63.6                                                       | 63.4                                                   | -0.2                                      | N                |
| Randolph Street - S. Maywood Avenue to Gifford Avenue       | 3,175        | 2,855             | 63.0                                                       | 63.0                                                   | 0.0                                       | N                |
| Randolph Street - Gifford Avenue to Atlantic Boulevard      | 6,419        | 5,735             | 65.9                                                       | 65.8                                                   | 0.0                                       | N                |
| E. Florence Avenue - Wilmington Avenue to S. Alameda Street | 33,621       | 32,828            | 71.7                                                       | 71.9                                                   | 0.1                                       | N                |
| E. Florence Avenue - S. Alameda Street to Santa Fe Avenue   | 46,406       | 46,198            | 73.0                                                       | 73.1                                                   | 0.1                                       | N                |



| Roadway Segment                                            | Existing ADT | 2040 Buildout ADT | Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | 2040 Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | Roadway Vehicle Noise Increase (dBA CNEL) | Significant? Y/N |
|------------------------------------------------------------|--------------|-------------------|------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|------------------|
| Walnut Street - Santa Fe Avenue to Pacific Boulevard       | 44,269       | 44,736            | 69.5                                                       | 69.7                                                   | 0.2                                       | N                |
| E. Florence Avenue - Pacific Boulevard to Seville Avenue   | 37,682       | 37,982            | 71.9                                                       | 71.8                                                   | -0.1                                      | N                |
| E. Florence Avenue - Seville Avenue to Stafford Avenue     | 37,075       | 38,376            | 72.0                                                       | 71.9                                                   | 0.0                                       | N                |
| E. Florence Avenue - Stafford Avenue to Miles Avenue       | 39,708       | 39,817            | 72.1                                                       | 72.4                                                   | 0.2                                       | N                |
| Walnut Street - Miles Avenue to Mountain View Avenue       | 54,240       | 54,579            | 71.0                                                       | 70.7                                                   | -0.3                                      | N                |
| Walnut Street - Mountain View Avenue to State Street       | 41,707       | 41,811            | 69.6                                                       | 69.3                                                   | -0.4                                      | N                |
| E. Florence Avenue - State Street to Salt Lake Avenue      | 49,530       | 49,147            | 73.3                                                       | 73.6                                                   | 0.3                                       | N                |
| E. Florence Avenue - Salt Lake Avenue to California Avenue | 73,887       | 73,176            | 75.4                                                       | 75.6                                                   | 0.3                                       | N                |
| Walnut Street - California Avenue to Bear Avenue           | 48,107       | 47,432            | 70.6                                                       | 71.0                                                   | 0.5                                       | N                |
| Santa Ana Street - Mountain View Avenue to State Street    | 6,925        | 6,728             | 62.9                                                       | 62.8                                                   | -0.1                                      | N                |
| Santa Ana Street - State Street to California Avenue       | 13,196       | 12,784            | 65.9                                                       | 65.8                                                   | -0.1                                      | N                |
| Santa Ana Street - California Avenue to Otis Avenue        | 7,989        | 7,530             | 63.8                                                       | 63.4                                                   | -0.4                                      | N                |
| Santa Ana Street - Otis Avenue to Salt Lake Avenue         | 14,449       | 13,775            | 66.6                                                       | 66.9                                                   | 0.2                                       | N                |
| ADT = average daily trips                                  |              |                   |                                                            |                                                        |                                           |                  |
| Source: Traffic data provided by Translutions 2023         |              |                   |                                                            |                                                        |                                           |                  |

## Mitigation Measures

### *NOI-1 Construction Noise Reduction Measures*

Construction contractors of projects implemented under the proposed project shall implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.

1. **Mufflers.** During all construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
2. **Shielding and Silencing.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.
3. **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
4. **Signage.** For the duration of construction, the applicant or contractor shall post a sign in a construction zone that includes contact information for any individual who desires to file a noise complaint.
5. **Construction Staging Areas.** Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.
6. **Smart Back-Up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
7. **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
8. **Use of Driven Pile Systems.** Driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.
9. **Temporary Noise Barriers.** Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA  $L_{eq}$  at residential receptors during the daytime) and when the anticipated construction duration is greater than is typical (e.g., two years or greater). Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

10. **Noise Complaint Response.** Project applicants shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number shall be posted in a highly visible manner on the construction site at all times and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include procedures requiring that the on-site construction manager to respond to callers. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.

#### *NOI-2 Operational Stationary Source Noise Reduction Measures*

The City shall update the HPMC to include exterior noise limits for non-transportation, stationary sources of 60 dBA  $L_{eq}$  during the daytime (7:00 a.m. and 10:00 p.m.) and 50 dBA  $L_{eq}$  during the nighttime (10:00 p.m. and 7:00 a.m.) at residential uses and other sensitive receptor property lines. The nighttime limit shall only apply to sensitive receptors which are in use at night. Development projects shall conduct site-specific noise analysis, including any necessary noise reduction measures, to ensure that stationary source (e.g., mechanical equipment and truck loading docks) noise levels remain below these exterior noise standards.

### **Significance After Mitigation**

It is anticipated that, with implementation of Mitigation Measure NOI-1, construction noise levels associated with smaller housing development could be reduced below the eight-hour 80 dBA  $L_{eq}$  daytime residential noise thresholds. However, noise generated by larger housing development may still exceed the threshold. This would most commonly occur when a development project requiring larger equipment generates high noise levels (e.g., pile driving) on a property abutting a sensitive receiver, where there are multi-story receptors where temporary noise barriers would not be as effective, or when nighttime construction work is required. Therefore, noise impacts from construction activities related to the proposed project would be significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Implementation of Mitigation Measure NOI-2 would reduce noise levels from operational stationary source noise levels to less than significant through the establishment of quantified exterior noise standards and the requirement that individual projects under buildout of the project include noise reduction measures, as necessary, to reduce noise levels to less than significant.

|                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project result in generation of excessive groundborne vibration or groundborne noise levels? |
|----------------------------------------------------------------------------------------------------------------------------|

**Impact NOI-2 CONSTRUCTION OF INDIVIDUAL PROJECTS FACILITATED BY THE PROJECT WOULD TEMPORARILY GENERATE GROUNDBORNE VIBRATION, POTENTIALLY AFFECTING NEARBY LAND USES. OPERATION OF DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL GROUNDBORNE VIBRATION AND NOISE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.**

---

Construction activities associated with development facilitated by the project would result in varying degrees of groundborne vibration depending on the equipment and methods employed. As depicted in Table 4.11-5 above, the greatest typical source of vibration during general construction activities at development facilitated by the project would be caused by use of vibratory rollers, which would create approximately 0.21 in/sec PPV at a distance of 25 feet (FTA 2018). Additionally, as discussed under Impact NOI-1, it is possible that pile drivers would be used for construction of certain projects, which would generate approximately 1.518 in/sec PPV at a distance of 25 feet (FTA 2018). As discussed under *Thresholds of Significance* above, the most conservative level for structures is 0.12 in/sec for historic structures; the level is higher for residential buildings at 0.2 in/sec.

Pile driving may be necessary to facilitate development resulting from the project. The use of pile driving equipment is dictated by site soils and the need for secure or deep foundational pilings based on building height or design, and thus cannot be predicted with reasonable certainty at a program-level analysis. At close distance, impacts from vibration from pile driver or other high-intensity construction activity would be significant and Mitigation Measure NOI-3 would be required.

Residential and mixed-use land uses facilitated by the 2040 General Plan would not involve substantial vibration sources associated with operation such as railroad and subway. Therefore, proposed project operational groundborne vibration and noise impacts would be less than significant.

## **Mitigation Measures**

### *NOI-3 Construction Vibration Control Plan*

Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be

conducted by a qualified acoustical consultant or structural engineer to ensure FTA vibration thresholds are not exceeded.

### Significance After Mitigation

Although most construction activities located in the City are not anticipated to have significant vibration impacts, it is possible that some development projects under the proposed project could have significant vibration impacts during construction. This would most commonly occur when a development project using equipment that generates high vibration levels (e.g., pile driving or vibratory roller) would be located next to a historical resource constructed of fragile building materials, which is more sensitive to vibration damage, than structures that were built based on more recent building codes. However, Mitigation Measure NOI-3 would reduce vibration impacts associated with construction activities. If a site-specific construction analysis shows that construction vibration could still exceed established limits, vibration monitoring would be required to ensure that established limits are not exceeded. Therefore, construction vibration impacts related to buildout of the proposed project would be less than significant with mitigation.

**Threshold 3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**Impact NOI-3 THE PROPOSED PROJECT WOULD NOT FACILITATE DEVELOPMENT WITHIN THE VICINITY OF AN AIRPORT LAND USE PLAN OR AIRPORT. THE IMPACT OF AIRPORT OR AIRSTRIPE OPERATIONS ON NEW DEVELOPMENT WOULD BE LESS THAN SIGNIFICANT.**

As discussed in Section 4.8, *Hazards and Hazardous Materials*, there are no airports in the City. The nearest airport to the City of Huntington Park is the Compton/Woodley Airport, which is located approximately 6 miles south. The City of Huntington Park is located outside of the airport's noise contours and the airport influence area (Los Angeles County 2009). Therefore, the proposed project would not expose people residing or working in the plan area to excessive noise levels. This impact would be less than significant.

### Mitigation Measures

No mitigation measures are required.

### Significance After Mitigation

Impacts would be less than significant without mitigation.

#### 4.11.4 Cumulative Impacts

The geographic area to analyze cumulatively considerable noise impacts includes the City and immediately adjacent areas that could be indirectly affected by noise generated in the City.

##### **Construction Noise**

Construction noise generated by the project, in combination with construction activities for other cumulative projects that may be constructed simultaneously could, without mitigation, substantially increase noise levels in the vicinity of future projects. Mitigation measures have been identified to help reduce noise from construction equipment from the proposed project. Therefore, unless construction of cumulative projects, including those proposed under development facilitated by the proposed project, occur in close proximity to each other and simultaneously, noise from individual construction projects have a small chance of combining to create significant cumulative impacts. Although this scenario is unlikely, and mitigation measures would be implemented to the extent feasible, the potential remains for a cumulatively considerable increase in construction noise from individual projects. Therefore, Mitigation Measure NOI-1 would be required and the cumulative impact related to construction noise would be significant and unavoidable.

##### **Operational Stationary Noise**

Development facilitated by the proposed project would introduce new stationary noise sources to the ambient noise environment in the vicinity of the plan area, including new mechanical ventilation equipment. These sources may combine with other nearby cumulative projects to result in higher noise levels. However, operational noise from these sources is localized and rapidly attenuates within an urbanized setting due to the effects of intervening structures and topography that block the line of sight and due to other noise sources closer to receptors that obscure project-related noise. Implementation of Mitigation Measure NOI-2 would ensure that noise from new stationary sources as part of the cumulative projects would be within acceptable levels. Therefore, the cumulative impact related to operational stationary noise would be less than significant.

##### **Operational Mobile Noise**

As discussed in Impact NOI-1, traffic noise increases from development facilitated by the proposed project including cumulative conditions would be less than significant. Therefore, in combination with traffic noise for other cumulative projects, the cumulative impact related to traffic noise would be less than significant.

##### **Groundborne Vibration**

Although there could be other cumulative projects simultaneously under construction near a development project facilitated by the proposed project, the potential for construction groundborne vibration impacts is within relatively close distances (e.g., within approximately 25 feet for a vibratory roller). Implementation of Mitigation Measure NOI-3 would ensure that a groundborne vibration analysis is prepared when necessary to assess and mitigate potential groundborne vibration impacts related to construction activities. With implementation of Mitigation Measure NOI-3, cumulative groundborne vibration impacts would be less than significant.

##### **Overall Level of Cumulative Significance**

Significant and unavoidable.

## 4.12 Population and Housing

This section evaluates potential impacts to population and housing that could arise from implementation of the proposed project.

### 4.12.1 Setting

#### a. City of Huntington Park

Table 4.12-1 provides the 2020 estimates of population and housing for the City of Huntington Park and Los Angeles County. The City of Huntington Park had a population of 59,337 residents in 2020, representing approximately 0.59 percent of the Los Angeles County population of 10,135,614 (California Department of Finance [DOF] 2021). The City's population increased by 1,223 persons, or approximately 2.1 percent, from the 2010 population of 58,114 (DOF 2021). In comparison, the County of Los Angeles population grew by approximately 3.2 percent over the same period (DOF 2021).

**Table 4.12-1 2020 Population, Households, and Housing Unit Estimates**

|                                       | City of Huntington Park | Los Angeles County |
|---------------------------------------|-------------------------|--------------------|
| Population                            | 59,337                  | 10,135,614         |
| Housing Units (Total)                 | 15,228                  | 3,590,574          |
| Housing Units (Occupied) <sup>1</sup> | 14,827                  | 3,360,402          |
| Persons/Household Ratio <sup>2</sup>  | 3.99                    | 2.96               |

<sup>1</sup> Estimated by applying a derived civilian vacancy rate to the estimated civilian housing units. Vacancy rates are based on 2010 Census benchmark data, adjusted to incorporate the directional changes described by the latest available American Community Survey (ACS) data.

<sup>2</sup> This is a ratio of persons (household) to an occupied housing unit.

Source: DOF 2021

In 2020, the City of Huntington Park had 15,228 housing units with an average persons per household of 3.99 (DOF 2021). The City's housing inventory grew by 110 units, or approximately .73 percent, from the 2010 housing inventory of 15,151 units and average household size of 3.96 persons (DOF 2021).

**Table 4.12-2 SCAG Population, Housing, and Employment Forecasts**

| City of Huntington Park  | 2016   | 2045   |
|--------------------------|--------|--------|
| Population               | 59,400 | 64,000 |
| Housing Units            | 14,700 | 16,500 |
| Employment               | 15,900 | 17,800 |
| Employment/Housing Ratio | 1.1    | 1.1    |

Source: SCAG 2020

Table 4.12-2 shows the City and County employment, housing, and population estimates and forecasts from the SCAG 2020-2045 RTP/SCS Demographics & Growth Forecast. The proposed project assumes a potential increase of 2,668 housing units.

## 4.12.2 Regulatory Setting

The following section summarizes regulations that pertain to population and housing.

### **a. State Regulations**

#### **Housing Element Law: California Government Code Section 65584(a)(1)**

Pursuant to California Government Code Section 65584(a)(1), HCD is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG), SCAG being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG to arrive at the final regional housing needs assessment. To date, there have been five previous housing element update "cycles." California is now in its sixth "housing-element update cycle." The SCAG RHNA and the City's General Plan Housing Element are discussed further below.

#### **The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg)**

SB 375 focuses on aligning transportation, housing, and other land uses to achieve regional GHG emission reduction targets established under the California Global Warming Solutions Act, also known as AB 32. SB 375 requires MPO to develop an SCS as part of the RTP, with the purpose of identifying policies and strategies to reduce per capita passenger vehicle generated GHG emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by CARB, if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

The City of Huntington Park is located in the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the MPO for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG is responsible for preparing the RTP/SCS and RHNA in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions.

Existing law requires local governments to adopt a housing element as part of their general plan and update the housing element every four to eight years. SB 375 requires the RHNA to allocate housing units within the region in a manner consistent with the development pattern adopted by the SCS.

On September 3, 2020, SCAG adopted its Connect SoCal: The 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS. Using growth forecasts and economic trends, the RTP/SCS provides a vision for transportation throughout the region for the next 25 years that achieves the



statewide reduction targets and in so doing identifies the amount and location of growth expected to occur within the region.

### **Housing Crisis Act of 2019 – (SB 330, Skinner)**

The Housing Crisis Act of 2019 (SB 330) seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new discretionary design guidelines. The bill is in effect as of January 1, 2020 and expires on January 1, 2025.

### **Fair Employment and Housing Act (FEHA)**

The FEHA of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

### **The Unruh Civil Rights Act**

The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in “all business establishments of every kind whatsoever.” The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

### **AB 1763**

AB 1763, effective January 1, 2020, amends the State Density Bonus Law (Section 65915) to allow for taller and denser 100 percent affordable housing developments, especially those near transit, through the creation of an enhanced affordable housing density bonus.

### **Housing Element Law: California Government Code Section 65583(c)(7)**

Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the General Plan, with specific direction on its content. Pursuant to Section 65583(c)(7), the Housing Element must develop a plan that incentivizes and promotes the creation of accessory dwelling units that can be offered at affordable rent, as defined in Section 50053 of the Health and Safety Code, for very low, low-, or moderate-income households.

### **Housing Element Law: California Government Code Section 65583.2(g)(3)**

Pursuant to California Government Code Section 65583.2(g)(3), the Housing Element is required to include a program to impose housing replacement requirements on certain sites identified in the inventory of sites. Under these requirements, the replacement of units affordable to the same or lower income level, consistent with those requirements set forth in State Density Bonus Law (Government Code Section 65915(c)(3)), would be required.

## Relocation Assistance: California Government Code Section 7261(a)

Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity must be planned in a manner that (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The displacing agency must ensure the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result of the displacement, the agency may also make the advisory services available to that person.

### b. Regional Regulations

#### Regional Housing Needs Assessment

SCAG prepares the RHNA mandated by State law so that local jurisdictions can use this information during their periodic updates of the General Plan Housing Element. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate-income groups, and allocates these targets among the local jurisdictions that comprise SCAG. The RHNA addresses existing and future housing needs based on the most recent U.S. Census, data on forecasted household growth, historical growth patterns, job creation, household formation rates, and other factors. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The project accounts for the 5<sup>th</sup> and 6<sup>th</sup> cycles of RHNA allocation, the two most recent allocations, summarized in Table 4.12-3. The City of Huntington Park was assigned a RHNA of 865 units for the 5<sup>th</sup> cycle and 1,605 units for the 6<sup>th</sup> cycle, totaling 2,500 units accounted for in this project (SCAG 2020). This allocation identifies housing needs for the planning period between October 2021 and October 2029. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

**Table 4.12-3 RHNA Percentage of Income Distribution**

| Income Level   | Percent of Area Median Income (AMI) | 5 <sup>th</sup> Cycle | 6 <sup>th</sup> Cycle | Total RHNA Allocation |
|----------------|-------------------------------------|-----------------------|-----------------------|-----------------------|
| Very Low       | 0-50%                               | 216                   | 264                   | 480                   |
| Low            | 51-80%                              | 128                   | 196                   | 324                   |
| Moderate       | 81-120%                             | 149                   | 243                   | 392                   |
| Above Moderate | >120%                               | 402                   | 902                   | 1304                  |
| <b>Total</b>   | --                                  | <b>865</b>            | <b>1,605</b>          | <b>2,500</b>          |

Source: SCAG 2020

## **c. Local Regulations**

### **City of Huntington Park General Plan**

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements. The following goals, policies, and actions are applicable to the proposed project as part of Land Use and Community Development Element (Huntington Park 1991):

#### *Land Use and Community Development Element*

The Land Use and Community Development Element describes existing land use patterns and provides the physical framework for land use and development in the City. The Land Use and Community Development Element also contains policies to improve the City's visual quality and livability, including its compatibility between neighborhoods, mixed-use areas, commercial areas, and industrial areas. It describes the economic context and sets out goals and policies to ensure new development is planned in coordination with infrastructure, public services, and recreational facilities (Huntington Park 1991).

### **City of Huntington Park Municipal Code**

The HPMC establishes regulations that implement the City's General Plan. Title 8, *Building Regulations*, of the HPMC describes the City's building codes and other related regulations. Title 9, *Zoning*, describes the City's zoning regulations and districts including special purpose zones, overlay zones, and the Downtown Huntington Park Specific Plan (DTSP). Title 10, *Subdivisions*, focuses on planning and building codes for subdivisions.

### **Downtown Huntington Park Specific Plan**

The DTSP was adopted in August 2008 by the City of Huntington Park. The DTSP is intended to create a unique and identifiable downtown area for the City that is economically vibrant and pedestrian oriented. The Specific Plan extends from Randolph Street to the north, Seville Avenue and Zoe Avenue to the east, Florence Avenue to the south, and Rugby Avenue to the west. The DTSP is divided into four districts: District A— Gateway, District B— Festival, District C— Neighborhood, and District D— Zoe. The Specific Plan sets a vision for the 85-acre area to become a cleaner, more beautiful, mixed-use, pedestrian oriented neighborhood.

## **4.12.3 Impact Analysis**

### **a. Significance Thresholds**

The following thresholds of significance were developed based on the CEQA Guidelines, specifically from Appendix G. Accordingly, the project would have a significant impact with respect to population and housing if it would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## **b. Methodology**

Although CEQA requires an EIR to consider its growth-inducing impacts, CEQA provides that the EIR “should not assume that growth is necessarily beneficial, detrimental, or of little significance.” The underlying purpose of the Housing Element Update is to accommodate housing needs, which includes needs as a result of population growth and existing growth in the City. Even substantial growth is not a significant impact if it accommodates growth projections for the City that can be accommodated by existing or planned facilities and services, and is consistent with the City’s General Plan, as well as State and regional policies and regulations. As such, a significant impact for purposes of this threshold is whether the updates to the Housing Element will induce unplanned growth.

## **c. Project Impacts and Mitigation Measures**

**Threshold 1:** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Impact POP-1      IMPLEMENTATION OF THE PROPOSED PROJECT WOULD ALLOW UP TO 2,668 ADDITIONAL HOUSING UNITS AND AN ESTIMATED 10,646 RESIDENTS. THIS WOULD EXCEED CONNECT SoCAL 2020 POPULATION AND HOUSING FORECASTS BUT WOULD BE CONSISTENT WITH THE CITY’S RHNA ALLOCATION. SCAG’S NEXT RTP/SCS WOULD INCORPORATE THE HOUSING ELEMENT AND GENERAL PLAN UPDATE. GROWTH RESULTING FROM THE PROJECT WOULD THEREFORE BE ANTICIPATED AND WOULD NOT RESULT IN UNPLANNED POPULATION GROWTH. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Huntington Park is a largely built-out community with few remaining vacant parcels open for future development. As such, the proposed project would primarily accommodate new housing units on infill sites, which would increase development density in portions of the City. The RHNA allocation is intended to accommodate forecasted population growth.

Development under the proposed project could add up to 2,668 additional residential units in the city by the year 2029 (see Section 2, *Project Description*). Considering the City’s persons per household ratio and the potential housing unit increase facilitated by the proposed project, it could create a population increase of 10,646 persons (2,668 units x 3.99 persons/household ratio). In the unlikely event that all potential buildout of inventory sites occurs, and assuming the growth is all new and not already accounted for under existing projections, the total population of the city in 2029 would be 69,983, which is 9.3 percent above SCAG’s 2045 population forecast of 64,000 (SCAG 2020).

Although development under the proposed project could exceed the SCAG regional population projection, the 2021-2029 Housing Element Growth anticipated under the proposed project is intended in part to meet regional housing needs over the long term, as it includes state mandated housing goals. The proposed project would be consistent with State requirements for the RHNA. Although the proposed project would facilitate development beyond what is forecast in SCAG’s Connect SoCal 2020 Plan, it would bring the forecasts for the City’s General Plan and the RTP/SCS into consistency since the RTP/SCS will be updated in the next cycle to reflect new forecasts for each city in the region.

In addition, the State requires that all local governments adequately plan to meet the housing needs of their communities. Given that the State is currently in an ongoing housing crisis due to an insufficient housing supply, the additional units under the proposed project would further assist in addressing the existing crisis and meeting the housing needs of the City's communities.

Furthermore, the proposed project would first be submitted to the HCD for review and approval to ensure that it would adequately address the housing needs and demands of the City. Approval by the HCD would ensure that population and housing growth under the 2021-2029 Housing Element would not be substantial or unplanned.

Lastly, this analysis is conservative because it assumes a maximum buildout scenario and includes sites already planned for development and maximum buildout under the proposed zoning changes. The project's actual contribution to population growth may be less than estimated. In addition, the project would not involve the extension of roads or other infrastructure that could indirectly lead to population growth. As discussed in Section 4.13, *Public Services and Recreation*, and Section 4.16, *Utilities and Service Systems*, the City is mostly developed and is supported by existing public services and infrastructure which are sufficient to serve the additional housing units. Therefore, the project would not result in substantial unplanned population growth, either directly or indirectly. This impact would be less than significant.

### **Mitigation Measures**

No mitigation is required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

|                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact POP-2 DEVELOPMENT FACILITATED BY THE PROJECT WOULD OCCUR ON VACANT, UNDERUTILIZED OR UNDERDEVELOPED LOTS, AND WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

For the purpose of this analysis, "substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth facilitated by the project. The goal of the proposed project is to accommodate and encourage new residential development in Huntington Park at the inventory sites. The proposed project addresses the need for future housing development beyond that required by the RHNA to account for a reasonable sites buffer. This buffer of additional units, which is considered in the inventory of candidate housing sites analyzed in this EA, is intended to help the City address future "no net loss," if it becomes necessary to identify a replacement site for the project if a site is developed with fewer units or at a higher income category than assumed in the sites inventory. A portion of the housing units would be developed at a density range that could accommodate low and very-income housing as required to meet the RHNA 6<sup>th</sup> Cycle allocation. Development under the proposed project could result in up to 2,668 new housing units developed by 2029. The types of housing units anticipated under the proposed project would generally fall into the following categories of development projects: single-family, multi-family residential, and/or mixed-use development on vacant sites, redevelopment of existing nonresidential and residential sites that would allow residential use or higher density residential use. Therefore, overall, the proposed project would add to the City's housing stock to meet housing

goals. Development facilitated by the project would not result in the displacement of a substantial number of existing residences in order to accommodate for the planned increase in development intensity since most Draft Housing Opportunity Sites would be located on underdeveloped, underutilized, or vacant lots. In addition, although no projects have been identified that would displace existing units, if displacement did occur, new residential units would be constructed to more than replace existing displaced residences. Therefore, impacts related to displacement of existing residences would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

## **4.12.4 Cumulative Impact Analysis**

### **Inducement of Substantial Population Growth**

The cumulative projects in the city would have the potential to result in a significant cumulative impact if they would, in combination, directly or indirectly induce substantial unplanned population growth. The project would accommodate all projected citywide population and housing growth through 2029. Employment growth would be mostly filled by the existing workforce and would not induce substantial population growth. Therefore, cumulative impacts relating to population and housing would be the same as project impacts under Impact POP-1 and would be less than significant. The project incorporates regional growth anticipated by SCAG's RHNA projections and thus considers cumulative growth.

### **Displacement of People and Housing**

Implementation of the project would accommodate the City's forecasted population and housing demand through 2029. The project would result in an overall net increase of housing units in the City, including affordable housing, and would not result in the displacement of people or housing. Other jurisdictions in the region are updating their respective Housing Elements and have similar impacts related to displacement, but they would contain programs and policies to provide housing for low-income and special needs populations. Therefore, the proposed project would not contribute to cumulative impacts.

## 4.13 Public Services and Recreation

---

This section evaluates potential environmental impacts from implementation of the proposed project with respect to the following public services: fire protection services, police protection services, public schools, and parks and recreation facilities. Other public facilities and services such as water, wastewater, and solid waste are addressed in Section 4.16, *Utilities and Service Systems*.

### 4.13.1 Setting

#### **a. Fire Protection**

The City of Huntington Park contracts with the Los Angeles County Fire Department (LACoFD) for fire protection and emergency services. The LACoFD has a service area covering over 22,000 square miles and 4.1 million residents (LACoFD 2021). There are 177 fire stations throughout the County that responded to 378,517 calls in 2020 (LACoFD 2021). The City of Huntington Park has access to all the resources and facilities of the County Fire Department. Huntington Park is serviced by the Los Angeles County Fire Department Battalion 13, which is responsible for securing Huntington Park's safety with two fire stations. Fire station 164 houses the Battalion's Headquarters. Still, 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.

#### **b. Police Services**

The Huntington Park Police Department (HPPD) is a full-service law enforcement agency composed of 108 full-time employees which includes approximately 60 sworn personnel and 50 civilian employees. The Department also has 25 part-time employees. The Huntington Park Police Department is made up of various divisions and works with the community in addressing crime and quality of life issues.

#### **c. Schools**

The City of Huntington Park is served by the Los Angeles Unified School District (LAUSD), which operates a total of 21 schools in the City. This includes five public schools in the City that are charter schools, nine elementary schools, one K-8 preparatory school, three middle schools, one 6-12 preparatory school, and seven high schools. Huntington Park is also within the service boundaries of East Los Angeles Community College. Table 4.13-1 lists the schools, location, and 2021-2022 enrollment for all schools in Huntington Park.

**Table 4.13-1 Schools and Enrollment for Huntington Park in 2021-2022**

| School Name                                                                 | Address                           | 2021-2022 Enrollment |
|-----------------------------------------------------------------------------|-----------------------------------|----------------------|
| Alliance Collins Family College-Ready High                                  | 2071 Saturn Avenue                | 624                  |
| Alliance Margaret M. Bloomfield Technology Academy High                     | 7907 Santa Fe Avenue              | 574                  |
| Aspire Olin University Preparatory Academy                                  | 2540 East 58 <sup>th</sup> Street | 559                  |
| Chester W. Nimitz Middle                                                    | 6021 Carmelita Avenue             | 1,233                |
| Henry T. Gage Middle                                                        | 2880 East Gage Avenue             | 1,197                |
| Hope Street Elementary                                                      | 7560 State Street                 | 403                  |
| Huntington Park Elementary                                                  | 6055 Corona Avenue                | 331                  |
| Huntington Park Senior High                                                 | 6020 Miles Avenue                 | 1,455                |
| KIPP Comienza Community Prep                                                | 7300 Roseberry Avenue             | 1,048                |
| Linda Esperanza Marquez High: Huntington Park Institute of Applied Medicine | 6361 Cottage Street               | 763                  |
| Linda Esperanza Marquez High: Libra Academy                                 | 6361 Cottage Street               | 643                  |
| Linda Esperanza Marquez High: School of Social Justice                      | 6361 Cottage Street               | 663                  |
| Lucille Roybal-Allard Elementary                                            | 3232 Saturn Avenue                | 467                  |
| Middleton Primary Center                                                    | 2410 Zoe Avenue                   | 223                  |
| Middleton Street Elementary                                                 | 6537 Malabar Street               | 659                  |
| Miles Avenue Elementary                                                     | 6720 Miles Avenue                 | 815                  |
| Pacific Boulevard                                                           | 2660 East 57 <sup>th</sup> Street | 334                  |
| PREPA TEC – Los Angeles                                                     | 8001 Sante Fe Avenue              | 273                  |
| San Antonio Continuation High                                               | 2911 Belgrave Avenue              | 95                   |
| San Antonio Elementary                                                      | 6222 State Street                 | 487                  |
| Walnut Park Elementary                                                      | 2642 Olive Street                 | 549                  |
| <b>Total Enrollment</b>                                                     |                                   | <b>13,395</b>        |

Source: National Center for Education Statistics (NCES) 2022

As of the 2021-2022 school year, LAUSD is below capacity for each school level throughout the district, as summarized in Table 4.13-2.

**Table 4.13-2 Summary of Available 2020-2021 LAUSD Capacity**

| Grade Level     | State Capacity | Space Needed   | Available Capacity |
|-----------------|----------------|----------------|--------------------|
| TK through 6    | 371,125        | 332,699        | 38,426             |
| 7 through 8     | 90,963         | 87,335         | 3,628              |
| 9 through 12    | 204,876        | 176,646        | 28,230             |
| SDC- Non-Severe | 26,104         | 18,601         | 7,503              |
| SDC- Severe     | 9,045          | 6,255          | 2,790              |
| <b>Totals</b>   | <b>702,113</b> | <b>621,536</b> | <b>80,577</b>      |

Source: LAUSD 2022



#### d. Parks

The City provides residents with more than 45.02 acres of total space, which includes playgrounds, picnic areas, athletic facilities, and meeting rooms, among other amenities. Table 4.13-3 lists parks within the City and their size in acres while Figure 4.13.1, illustrates its location.

**Table 4.13-3 City Parks**

| Park                       | Park Area (Acres) |
|----------------------------|-------------------|
| Chelsey Park               | 0.2               |
| Freedom Park               | 1.6               |
| Raul R Perez Memorial Park | 4.5               |
| Robert Keller Park         | 2.6               |
| Salt Lake Park             | 30.12             |
| Veteran's Park/Linear Park | 6                 |
| <b>Total</b>               | <b>45.02</b>      |
| Source: Quintero 2022      |                   |

The State has an established parkland-to-population recommendation of 5.0 acres of parkland per 1,000 persons. The City's 2020 population was estimated to be 59,337 and maintains approximately 0.76 acres of parkland per 1,000.

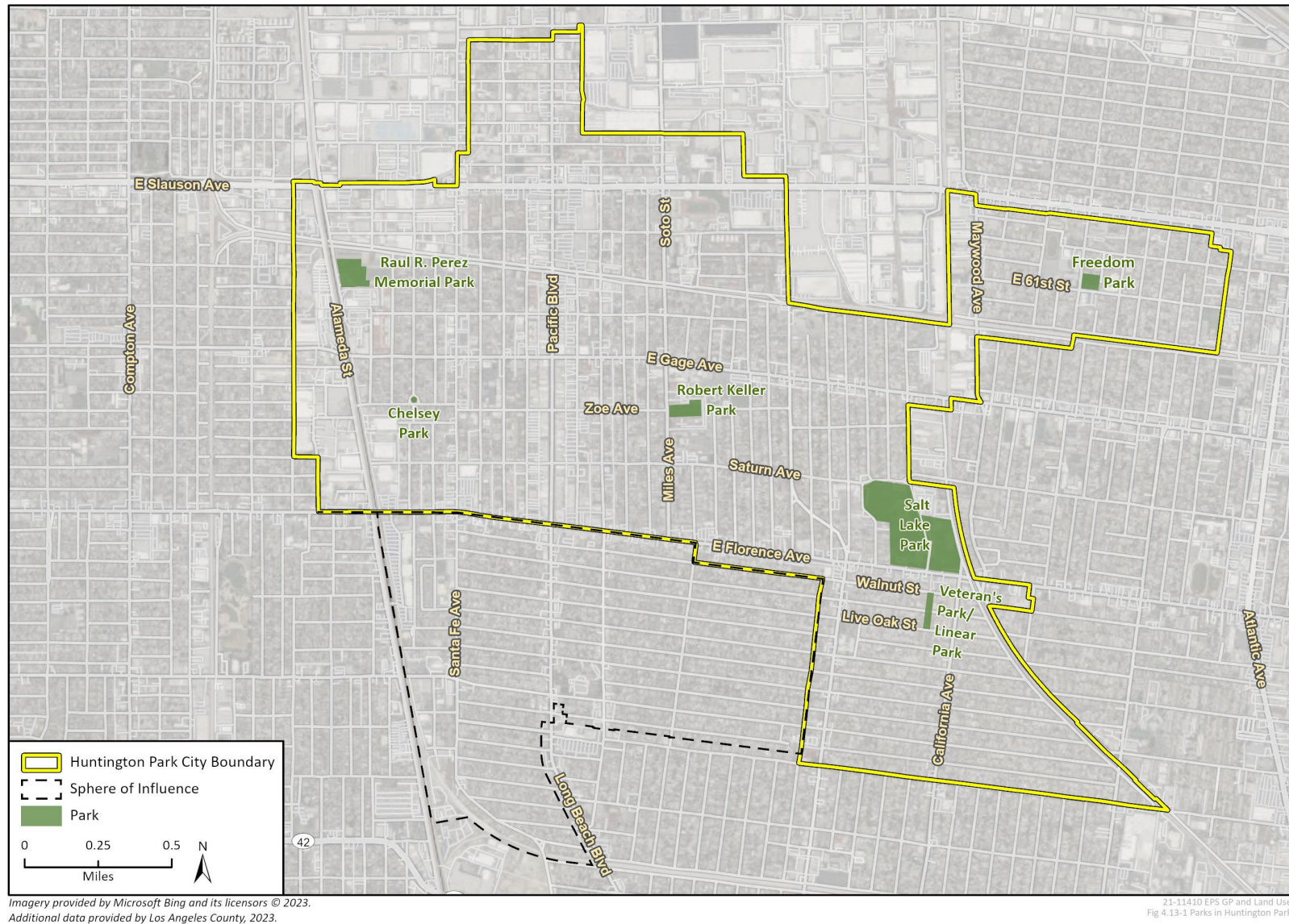
#### 4.13.2 Regulatory Setting

##### a. Federal Regulations

###### *Occupational Safety and Health Administration*

The Federal Occupational Safety and Health Administrations (OSHA) as well as California OSHA (Cal-OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations (CFR). The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

Figure 4.13-1 Parks in Huntington Park



### *Federal Emergency Management Act (FEMA)*

FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

### *Disaster Mitigation Act of 2000*

Disaster Mitigation Act (42 United States Code [U.S.C.] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

## **b. State Regulations**

### *Fire Protection*

#### **CALIFORNIA FIRE AND BUILDING CODE**

The State of California provides minimum standards for building design through the CBC, which is located in Part 2 of Title 24, California Building Standards Code, of the CCR. The CBC is based on the International Building Code but has been amended for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and

particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

### **CALIFORNIA CODE OF REGULATIONS**

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State. California State Assembly Bill 2926 (AB 2926) – School Facilities Act of 1986 – was enacted by the State of California in 1986 and added to the California Government Code (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected under this and any other school fee authorization are \$1.50 per square foot (\$1.50/ft<sup>2</sup>) for residential development and \$0.25/ft<sup>2</sup> for commercial and industrial development. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the Government code. Under this statute, payment of statutory fees by developers serves as total mitigation under CEQA to satisfy the impact of development on school facilities. However, subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

### **CALIFORNIA FIRE SERVICE AND RESCUE EMERGENCY AID SYSTEM**

LACoFD participates in the California Fire Service and Rescue Emergency Mutual Aid System through which the California Governor’s Office of Emergency Service (OES), Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan) (Governor’s Office of Emergency Services, Fire and Rescue Division 2023). The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. LACoFD is located in Region I. Through the Mutual Aid Plan, the OES is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster.

### **CALIFORNIA GOVERNOR’S OFFICE OF EMERGENCY SERVICES (CAL OES)**

In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Gov. Code Section 8607; Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state’s preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state’s resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. California Emergency Management Agency (Cal-EMA) maintains oversight of the state’s mutual aid system.

### *Public Schools*

#### **SENATE BILL 50**

The Leroy F. Greene School Facilities Act of 1998 (known as the Greene Act), enacted in 1998, is a program for funding school facilities largely based on matching funds. For new school construction, grants provide funding on a 50/50 State and local match basis. For school modernization, grants provide funding on a 60/40 State and local match basis. Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding (State of California, Office of Public School Construction 2019).

The Greene Act permits the local district to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The Act also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65996, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to a less-than-significant level.

### *Parks and Recreation*

#### **QUIMBY ACT**

California Government Code Section 66477, also known as the Quimby Act, was enacted by the California legislature in 1965. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative tract map or parcel map.

#### **State Public Park Preservation Act (California Public Resource Code Selection 5400 – 5409)**

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

#### **Quimby Act (California Government Code Section 66477)**

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland when property is subdivided.

### **c. Local Regulations**

#### **City of Huntington Park General Plan**

Huntington Park's General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements. The following public services and recreation

goals, policies, and actions are applicable to the proposed project as part of the Land Use, Circulation, Open Space and Conservation, Safety, and Public Facilities Element (Huntington Park 1991):

#### *Land Use Element*

The Land Use Element describes existing land use patterns and provides the physical framework for land use and development in the City. The Land Use Element also contains policies to improve the City's visual quality and livability, including its compatibility between neighborhoods, mixed-use areas, commercial areas, and industrial areas. It describes the economic context and sets out goals and policies to ensure new development is planned in coordination with infrastructure, public services, and recreational facilities (Huntington Park 1991).

#### *Circulation Element*

The Circulation Element describes the existing transportation patterns and setting and provides the framework for transportation development in the City. The Circulation Element also contains goals, policies, and specific measures to improve the City's efficiency and safety of the City's transportation system (Huntington Park 1991).

#### *Open Space and Conservation Element*

The Open Space and Conservation Element describes existing air quality, groundwater, energy conservation, open space, parks, and recreation patterns in the City. The Open Space and Conservation Element also contains goals, policies, and specific measures to preserve and enhance the City's open space, parks, and recreation (Huntington Park 1991).

#### *Safety Element*

The Safety Element describes the natural and man-made hazards that require special consideration in the land use planning and development process. The Safety Element establishes goals, policies, and specific measures to support public services, such as law enforcement, fire protection, and emergency medical services, to minimize danger to residents, workers, and visitors (Huntington Park 1991).

#### *Public Facilities Element*

The Public Facilities Element describes the existing setting for the City's public facilities including law enforcement, fire protection, emergency medical services, education, libraries, water and sewer service, storm drainage, and solid waste and recycling. The Public Facilities Element also contains goals, policies, and specific measures to maintain and enhance the City's public facilities and services (Huntington Park 1991).

### **City of Huntington Park Municipal Code**

Title 4 Public Safety Chapter 5, Huntington Park Fire Code, of the Huntington Park Municipal Code adopts the 2010 California Fire Code as the City's fire code and provides City-specific amendments, as necessary.

### 4.13.3 Impact Analysis

#### a. Significance Thresholds and Methodology

According to Appendix G of the *CEQA Guidelines*, impacts related to public services and recreation from implementation of the proposed project would be significant if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other objectives for any of the following public services:
  - a. Fire protection;
  - b. Police protection;
  - c. Schools;
  - d. Parks; or
  - e. Other public facilities;
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

#### b. Project Impacts

**Threshold 1a:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

**Impact PS-1 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD INCREASE THE POPULATION IN THE CITY, WHICH WOULD INCREASE DEMAND FOR FIRE PROTECTION SERVICES. HOWEVER, THIS INCREASE WOULD NOT REQUIRE ADDITIONAL AND/OR EXPANDED FIRE PROTECTION FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed in Section 4.12, *Population and Housing*, development facilitated by the project would add an estimated 10,646 residents to the City, increasing Huntington Park's population from 59,337 to 69,983 persons. The population growth accommodated under the project would account for approximately 0.26 percent of LACoFD's service population of over 4.1 million persons. The fire stations that would be most impacted by the project would be LACoFD Stations 164 and 165, which are both within City limits.

Planning for new or physically altered LACoFD stations is based on an assessment of the cumulative need for new facilities. The project's incremental contribution to demand for new fire protection services would be offset by payment of proportionate property taxes, sales taxes, and/or development fees that would result from increased development and population growth. New or expanded fire protection facilities needed to accommodate future growth in LACoFD's service area

would be speculative at this time. Future proposals, if warranted, would undergo an independent environmental review under CEQA.

Local policies, including those in the proposed Land Use and proposed Safety Elements would continue and improve disaster preparedness efforts, community safety, and coordination between fire protection agencies. Specifically, Health and Safety Element Policies 9 through 12 and Public Facilities Policies 1.1 through 1.8 would ensure the provision of adequate fire services in the City. Additionally, new development would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants, such as the 2022 California Fire Code and 2022 California Building Code. Potential future development under the proposed project would be subject to LACoFD review to ensure that sufficient provisions for emergency access and response are made, fire code requirements are satisfied, and adequate levels of service can be provided.

It is anticipated that a potential future fire station or an expansion to an existing station will be subject to CEQA review at the time a site is identified and a specific design proposed. Additionally, implementation of the Safety Element Update will provide additional improvements regarding emergency access and evacuation beyond the current Safety Element. In particular, Health and Safety Element Policies 17 through 23 would ensure that property evacuation, as needed, is performed. Therefore, the project would not result in significant environmental impacts associated with the need for the provision of new or physically altered fire protection facilities, and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 1b:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

**Impact PS-2 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD INCREASE THE POPULATION IN THE CITY, WHICH WOULD INCREASE DEMAND FOR POLICE PROTECTION SERVICES. HOWEVER, THIS INCREASE WOULD NOT REQUIRE ADDITIONAL AND/OR EXPANDED POLICE PROTECTION FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed in Section 4.12, *Population and Housing*, development facilitated by the project would add an estimated 10,646 residents to the City, increasing Huntington Park's population from 59,337 to 69,983 persons. Based on HPPD's current staffing level of approximately 60 sworn officers, the HPPD's officer/resident ratio would drop from 1.01 to approximately 0.86 sworn officers per 1,000 residents. The City currently does not have standards set for its response time or service ratio.

Policy 4.3 in Huntington Park's Land Use Element and policies 1.1, 1.2, and 1.5 in Huntington Park's Safety Element require the HPPD to ensure that there is adequate staffing, facilities, equipment, technology, and funding to meet existing services demands. Additional demand for police service



would be accommodated through the expansion of police personnel and facilities to continue to maintain adequate police protection services. Police protection service levels would continue to be evaluated and maintained by HPPD in accordance with existing policies, procedures and practices as development occurs over the lifetime of the proposed project.

What's more, local policies, including those in the update to the Safety Element would continue and improve disaster preparedness efforts, community safety, and coordination between law enforcement agencies. Specifically, Health and Safety Element Policy 17 through 23 of the 2030 General Plan aims to provide and maintain high-quality emergency, evacuation, and preparedness police services.

Planning for new or physically altered HPPD stations is based on an assessment of the cumulative need for new facilities. The proposed project itself would not result in the need for new or expanded facilities. The incremental contribution to demand for increased HPPD protection services would be offset by payment of proportionate property taxes and sales taxes and development impact fees to the City of Huntington Park by developers and the addition of new residents.

### Mitigation Measures

No mitigation measures would be required.

### Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 1c:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

**Impact PS-3 DEVELOPMENT ACCOMMODATED BY THE PROPOSED PROJECT WOULD RESULT IN AN INCREASE IN POPULATION IN THE PLANNING AREA, POTENTIALLY RESULTING IN THE NEED FOR ADDITIONAL AND/OR EXPANDED SCHOOL FACILITIES. HOWEVER, GOVERNMENT CODE 65995 (B) WOULD REQUIRE FUNDING FOR THE PROVISION OR EXPANSION OF NEW SCHOOL FACILITIES TO OFFSET IMPACTS FROM NEW RESIDENTIAL. ADDITIONALLY, ACCOMMODATING GROWTH PURSUANT TO THE RHNA MAY REQUIRE ADJUSTMENTS TO THE RATE OF INTER-DISTRICT PERMITS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

The proposed project would not directly affect local schools but would generate new students entering the LAUSD. Implementation of the proposed project would add an estimated 2,668 dwelling units and 10,646 residents, in which some of those residents would be school-aged children. Based on student generation rates for the LAUSD, the proposed project could generate an estimated 987 students, including 517 elementary school students (grades TK-6), 144 middle school students (grade 7-8), 286 high school students (grades 9-12), and 40 special day class (SDC) students, as shown in Table 4.13-4.

**Table 4.13-4 Estimated Student Generation from Project**

| Grade Level  | Students per Household | Dwelling Units | Total Students Generated* | District Available Capacity | District Available Capacity With Project | Exceeds Capacity? |
|--------------|------------------------|----------------|---------------------------|-----------------------------|------------------------------------------|-------------------|
| TK through 6 | 0.1935                 | 2,668          | 517                       | 38,426                      | 37,909                                   | No                |
| 7 through 8  | 0.0538                 | 2,668          | 144                       | 3,628                       | 3,484                                    | No                |
| 9 through 12 | 0.1071                 | 2,668          | 286                       | 28,230                      | 27,944                                   | No                |
| SDC          | 0.0148                 | 2,668          | 40                        | 10,293                      | 10,253                                   | No                |
| <b>Total</b> |                        |                | <b>987</b>                | <b>80,577</b>               | <b>79,590</b>                            | <b>No</b>         |

Source: LAUSD 2022

\*Results rounded up to the nearest whole number

As shown in Table 4.13-2, enrollment capacity in the LAUSD as of school years 2020 and 2021 would adequately accommodate the estimated 987 students assumed as part of the proposed project, as this estimated increase would account for 1.2% of the total available capacity of 80,577 students. In addition, to offset a project's potential impact to schools, the LAUSD implements developer fees which reduce potential student impacts from development activity, these fees for 2022 are summarized below, in Table 4.13-5. Any development facilitated by the proposed Housing Element and General Plan Update would be subject to these State-mandated school impact fees and collected at the time of building permit issuance. Pursuant to Section 65995.5 of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." LAUSD will continue to evaluate demand, capacity, and plans for facility needs as future projects under the Housing Element are built out, including any required adjustments to the number of inter-districts permits relative to new student population generated from additional housing development in the City.

**Table 4.13-5 2022 LAUSD Developer Fee Collection Rates**

| Development Type               | Fee Rate per Square Foot |
|--------------------------------|--------------------------|
| Residential                    | \$4.79                   |
| Commercial/Industrial          | \$0.78                   |
| Rental Self Storage Facilities | \$0.24                   |
| Parking Structures             | \$0.34                   |

Source: LAUSD 2022

There are no planned improvements to add capacity through expansion. In the event that LAUSD constructs a new school or physically alter an existing facility, a project-specific environmental analysis would be required under CEQA to address site-specific environmental concerns. As described above, existing laws and regulations would require funding for the provision or expansion of new school facilities to offset impacts from new residential development and impacts would be less than significant.

## Mitigation Measures

No mitigation measures are required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 1e:** Would the Project result in substantial adverse physical impacts associated with the provision of other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

**Impact PS-4 DEVELOPMENT UNDER THE PROJECT WOULD INCREMENTALLY INCREASE THE CITY POPULATION AND INCREASE THE USE OF EXISTING LIBRARY FACILITIES. HOWEVER, PROPERTY TAXES RELATED TO NEW DEVELOPMENT WOULD CONTRIBUTE TO ANY NECESSARY NEW OR EXPANDED LIBRARY FACILITIES. IMPACTS RELATED TO THE PROVISION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES WOULD BE LESS THAN SIGNIFICANT.**

---

The Huntington Park Public Library is one of 85 Los Angeles County libraries, there are three other nearby libraries in Florence-Graham, Bell, and Maywood. The Huntington Park Library is open Tuesday through Saturday for 40 hours per week. The library building is 33,482 square feet and includes one meeting room which has a capacity of 41 people. As discussed in Section 4.12, Population and Housing, development facilitated by the project would increase Huntington Park's population from 59,337 to 69,983 persons, an 18 percent increase of the City's estimated 2020 population. Given that not all new residents would visit the library frequently, the increase in monthly visitation would be lower than 18 percent.

While a less than 18 percent increase would be a large increase to the usage of the library, this is in line with RHNA's housing unit allocation for the area and the growth is also anticipated to occur over the next eight years and would not occur all at once. Moreover, the library maintenance and potential new or expanded facilities are funded from local property taxes, which would continue to be paid by property owners. Therefore, project impacts to public library facilities would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

|                      |                                                                                                                                                                                                                                                                                                                                              |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1d:</b> | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives? |
| <b>Threshold 2:</b>  | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?                                                                                                                                  |
| <b>Threshold 3:</b>  | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                                                                                                                                                         |

**Impact PS-5 DEVELOPMENT UNDER THE PROJECT WOULD INCREMENTALLY INCREASE THE CITY'S POPULATION AND INCREASE THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES AND REDUCE THE CITY'S PARKLAND TO POPULATION RATIO. HOWEVER, DEVELOPMENT FEES IN-LIEU OF PARKS PURSUANT TO THE QUIMBY ACT WOULD BE REQUIRED AS PART OF THE INDIVIDUAL PROJECTS. IMPACTS RELATED TO THE PHYSICAL DETERIORATION OF PARKLAND OR RECREATIONAL FACILITIES, AND THE NEED TO CONSTRUCT NEW FACILITIES, WOULD BE LESS THAN SIGNIFICANT.**

---

The project would facilitate an increase of up to 10,646 residents resulting in a potential increase in the use of the parks and recreational facilities throughout Huntington Park. The city currently has 45.02 acres of parkland, with a parkland to population ratio of 0.76 acres per 1,000 residents. Development under the project would increase the population of the City by an estimated 10,646 residents, resulting in a total City population of approximately 69,983 residents and a parkland ratio of 0.64 acres per 1,000 residents. The current and projected population to parkland ratio are far below the State recommendation of 5.0 acres of parkland per 1,000. The City of Huntington Park would not be able to achieve this goal as the City is highly urbanized and lacks the amount of undeveloped land the City would need to be developed into parkland to meet the goal.

As future residential development projects are approved, parkland in-lieu fees (pursuant to the Quimby Act) would be required by HPMC Article 9-3.1602 as part of the individual projects. Funding for maintenance of new and existing facilities is provided through property assessments and taxes. Park and recreational facility maintenance and acquisition needs in the city are evaluated with respect to population growth, locational needs, and budget. The project would not preclude implementation or expansion of any parkland, trails, or recreation facility.

Any project associated with new or expanding parkland or recreation facilities would be subject to project-specific environmental review and mitigation pursuant to CEQA. It is anticipated that the City's review processes would adequately mitigate potential environmental impacts relating to the development of new or redeveloped parkland, open space, or other recreational facilities as new residential development would be required to pay an impact fee and/or to dedicate parkland to offset the increase in park needs resulting from new residents. Therefore, the project would result in less than significant substantial physical deterioration of existing parkland or substantial adverse physical impacts associated with the provision of new or physically altered parkland.

### **Mitigation Measures**

No mitigation measures would be required.

## **Significance After Mitigation**

Impacts would be less than significant without mitigation.

### **4.13.4 Cumulative Impacts**

#### **Fire Protection**

Cumulative development would increase the population such that there is an increase in reported incidents, leading to longer response times unless the Fire Department increases staffing. As described above under Impact PS-1, with continued implementation of General Plan policies and Fire Code requirements, it is not anticipated that a new fire station is needed to serve cumulative development in Huntington Park. Therefore, the cumulative impacts related to fire protection facilities would be less than significant, and the proposed project's contribution to these impacts would not be cumulatively considerable.

#### **Police Protection**

Cumulative development would increase population such that there is an increase in reported incidents, leading to longer response times unless the police department increases staffing. Should additional staffing be needed to serve the areas around the project sites accounting for future cumulative development, staffing is reviewed each budget cycle and considers historical and current year information related to police services. Overall, although additional staffing may be needed, it is not anticipated that additional police department facilities would be needed to serve cumulative growth in the project areas. Therefore, the cumulative impacts related to police facilities would be less than significant, and the proposed project's contribution to these impacts would not be cumulatively considerable.

#### **Schools**

Cumulative development would increase the number of children attending LAUSD schools. However, as stated in Impact PS-3, the district is below capacity and the potential increase in students would not exceed that capacity. Furthermore, compliance with SB 50 would require future development in Huntington Park to pay school impact fees established to offset potential impacts from new development. Therefore, pursuant to California Government Code Section 65995.5, the cumulative impact relating to school capacity would be less than significant, and the project's contribution to this impact would not be cumulatively considerable.

#### **Parks and Recreation Facilities**

Cumulative development would increase demand for park and recreational facilities. As described in the PS-6 above, the project would increase the population of Huntington Park thereby reducing the ratio of parkland within the city limits to parkland ratio to approximately 0.47 acres per 1,000 residents, which is below the State recommendation of five acres of parkland per 1,000 people. However, new development projects would have to adhere to HPMC Article 9-3.1602 which requires development to provide Quimby parkland in-lieu fees and park improvement impact fees, which would ensure any cumulative significant impacts to park and recreational facilities would be reduced to less than significant. Therefore, cumulative impacts related to new or expanded park and recreation facilities, or the physical deterioration of existing park and recreation facilities, would be

less than significant, and the proposed project would not have a cumulatively considerable contribution to a significant cumulative impact regarding park and recreation facilities.

## 4.14 Transportation

---

This section analyzes the potential impacts of the project on transportation, including conflicts with transportation plans, vehicle miles traveled (VMT), project-related transportation hazards, and emergency access, associated with the implementation of the proposed project. The information provided in this section was based primarily on a VMT Impact Analysis authored by Translutions, Inc. (Translutions) in March 2023, included as Appendix H to this report.

### 4.14.1 Setting

The existing vehicular circulation, bicycle and pedestrian facilities, and transit services in the project vicinity are described below.

#### **Major Highways**

There are no highways within the city limits of Huntington Park. Regional access is provided to Huntington Park through Interstate 5 and 10 to the north, Interstate 110 to the west, Interstate 105 to the south, and Interstate 710 to the east.

#### **Public Transit**

##### *Los Angeles County Metropolitan Transportation Authority (MTA)*

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.

##### *HP Express: Huntington Park Local Transit Shuttle*

The HP Express is a project of the City of Huntington Park and is a component of Metro, the region's integrated transportation system. HP Express operates from 6:30 AM to 6:30 PM on weekdays and from 8:00 AM to 5:00 PM on Saturdays. HP Express does not operate on Sundays.

##### *Dial-A-Ride Service*

The City of Huntington Park contracts with Metro Transit to offer economical taxicab services that provide curb-to-curb transportation to the residents of Huntington Park who are at least 65 years old, or disabled, or already enrolled in the program as of June 2016.

## 4.14.2 Regulatory Setting

### **a. Federal Regulations**

The US Department of Transportation (USDOT) provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the state and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases. The Federal Highway Administration (FHWA) sets design standards (such as interchange spacing) for interstate highways, such as the Long Beach (I-710) Freeway. The Federal Railroad Administration within the USDOT establishes safety rules regarding the operation of railroads (e.g., maximum train speeds, maximum allowed highway crossing blockage time).

### **Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The City of Huntington Park works to ensure that people with disabilities have access to City programs, services, activities, and facilities. The City of Huntington Park in coordination with Owen group, was undertaking a survey on accessibility needs that will shape the City's roadmap for accessibility in 2018, which has not been completed yet.

### **b. State Regulations**

#### **California Senate Bill 743**

Senate Bill 743 (SB 743) was signed into law on September 27, 2013 and directed OPR to develop revisions to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts. SB 743 was enacted, in part, as further implementation of California's Climate Action Plan to meet California Global Warming Solutions Act (Assembly Bill [AB] 32) GHG emission reduction targets. SB 743 seeks to reduce criteria air pollutants and GHG emissions in the transportation sector by reducing VMT. SB 743 changed the approach to transportation impact analysis by establishing measures such as VMT, VMT per capita, or automobile trip generation rates as the primary measures of transportation impacts and eliminates the traditionally used measures of auto delay and congestion, such as Level of Service (LOS), and other measures of traffic congestion as a basis for determining significant impacts.

In December 2018, OPR adopted and promulgated its changes to the CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.) in response to SB 743. Section 15064.3 of the CEQA Guidelines contains the operative language for implementing the goals of SB 743 when determining the significance of a project's transportation impacts. There are four key aspects of CEQA Guidelines Section 15064.3 that apply in the case of the project:

1. "[A] project's effect on automobile delay shall not constitute a significant environmental impact" (Section 15064.3[a]).



2. For a land use project like the proposed project, “Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact... Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact” (Section 15064.3[b][1]).
3. “A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure” (Section 15064.3[b][4]).
4. The terms and conditions of Section 15064.3 apply prospectively and a lead agency “may elect to be governed by the provisions of [15064.3] immediately. Beginning on July 1, 2020, the provisions of [15064.3] shall apply statewide” (Section 15064.3[c]).

### **c. Regional and Local Regulations**

#### **Southern California Association of Governments**

SCAG is the metropolitan planning organization for the southern California region, which includes Ventura, Los Angeles, San Bernardino, Orange, Riverside, and Imperial Counties. In 2020, SCAG’s Regional Council approved and adopted Connect SoCal, the agency’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020). It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for those who live in southern California. Connect SoCal provides maps of priority growth/neighborhood mobility areas, high-quality transit areas, and transit priority areas, some of which occur in Huntington Park, that provide the potential to streamline development along the transportation corridors within cities.

#### **City of Huntington Park General Plan**

Huntington Park’s General Plan was adopted in February 1991 and consists of the Land Use, Housing, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. All elements bear equal weight, and no element has legal precedence over another. The General Plan lists several traffic and transportation goals, policies, and actions as part of the Circulation Element. The following goals, policies, and actions are applicable to the proposed Project (Huntington Park 1991):

##### *Circulation Element*

The Circulation Element establishes goals, policies, and specific measures to provide safe and efficient mobility within the City of Huntington Park and to surrounding communities (Huntington Park 1991).

#### **City of Huntington Park Municipal Code**

The City of Huntington Park lists several policies within its Municipal Code to mitigate potential traffic hazards. Title 4 Public Safety Chapter 7, Traffic, of the Huntington Park Municipal Code details traffic guidelines and regulations.

## City of Huntington Park Bicycle Transportation Master Plan

The City of Huntington Park Bicycle Transportation Master Plan, adopted in February 2014, includes policies and strategies designed to increase bicycle ridership within the city and improve local and regional connectivity.

### 4.14.3 Impact Analysis

#### a. Traffic Impact Assessment under CEQA

State law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own secondary environmental impacts (e.g., to biological and cultural resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. As described above, in 2013, however, the Legislature passed legislation to ultimately do away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of SB 743, PRC section 21099(b)(1), directed OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

PRC section 21099(b)(2) further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) [regarding roadway capacity], a project's effect on automobile delay shall not constitute a significant environmental impact."

#### b. Methodology and Significance Thresholds

Consistent with the State CEQA Guidelines, impacts related to transportation and circulation would be considered potentially significant if implementation of the project would result in any of the following:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)<sup>1</sup>
3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

### Methodology

The SCAG RTP model uses a two-tier traffic analysis zone (TAZ) system – Tier 1 zones and Tier 2 zones, as referenced Appendix H. To note, two or more Tier 2 zones make up a Tier 1 zone. The model utilizes Tier 2 zone system for modeling steps such as trip generation, trip distribution, and mode choice while it uses Tier 1 zone system for assignment purposes. Given the inability to perform zone splits in the SCAG RTP model and based on how the guidelines require evaluation of plans and programs, the additive method was used for the analysis. Under this method, project related Socioeconomic Data (SED) was added to the existing (or future) SED of the TAZs to evaluate with proposed project VMT.

### MODEL SOCIOECONOMIC DATA

The model consists of both residential (households and population) and non-residential land uses (employment by type/category) as inputs. For households, the travel model uses household characteristics such as household income, household size, and household workers etc., to determine the household travel patterns. The number of households by dwelling unit type were based on the proposed project information provided by the City. This evaluation is based on 2,668 units.

The average household size from 2016 SCAG RTP/SCS model for each TAZ was maintained and carried over to the number of new dwelling units proposed as part of the proposed project. Table 4.14-1 shows the change in households and population that is forecast to occur at each TAZ because of the proposed project. As shown on Table 4.14-1, the project will result in an increase of 2,668 households which would translate into a population increase of 10,346.

**Table 4.14-1 Project Related Increase in Households and Population by TAZ**

| Tier 2 TAZ   | Proposed HH  | Population    |
|--------------|--------------|---------------|
| 21561100     | 812          | 3,897         |
| 21575300     | 421          | 1,264         |
| 21578100     | 129          | 525           |
| 21592100     | 235          | 902           |
| 21592200     | 328          | 982           |
| 21594100     | 354          | 1,383         |
| 21594200     | 116          | 359           |
| 21601200     | 53           | 196           |
| 21601300     | 183          | 690           |
| 21633100     | 37           | 148           |
| <b>Total</b> | <b>2,668</b> | <b>10,646</b> |

<sup>1</sup> CEQA Guidelines Section 15064.3, subdivision (b) refers to the discontinuation of vehicle LOS as an impact metric for transportation analysis and instead recommends the use of VMT; this section gives lead agencies discretion to choose the most appropriate methodology to evaluate a project's VMT.

## MODEL RUNS AND OUTPUTS

Model Runs were conducted for the 2020 and 2040 conditions for both without project and with project conditions with the above discussed SED and networks. Consistent to standard modeling practice, each model was run with conditions that at least 5-loops<sup>2</sup> be run or until a convergence of 0.01 (i.e., 1.0%) is achieved.

### *Significance Criteria*

For General Plans and Specific Plans, the following would result in a significant project generated VMT:

1. The baseline project generated VMT per service population exceeds the baseline VMT per service population (VMT/SP) for the City, or
2. The cumulative project generated VMT per service population exceeds the future year VMT per service population (VMT/SP) for the City.

The VMT analysis methodology utilizes the procedures described in Appendix H.

## c. Project Impacts and Mitigation Measures

|                   |                                                                                                                                                                        |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact TRA-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, AND BICYCLE AND PEDESTRIAN FACILITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Implementation of the proposed project would be subject to and required to implement the General Plan policies applicable to the circulation system including transit, roadway, bicycle, and pedestrian facilities. Additionally, development projects facilitated by the proposed project would be subject to all applicable City guidelines, standards, and specifications related to transit, roadway, bicycle, or pedestrian facilities.

Currently, there are no specific development projects or roadway modification projects associated with the proposed project; thus, specific projects cannot be evaluated for potential impacts to transit, roadway, bicycle, and/or pedestrian facilities at this time. Any modifications or new transit, roadway, bicycle, and pedestrian facilities would be subject to and designed in accordance with all applicable General Plan policies.

The proposed Housing Element Update is consistent with these General Plan policies by facilitating the development of new housing with relatively higher densities mostly along the City's arterials and collectors, which provide better access to existing and proposed transit service as well pedestrian and bicycle facilities than the rest of the City.

The proposed project is also consistent with Housing Element Policy 3.3 (Reducing Vehicle Miles Traveled), which supports changes that reduce VMT, by reducing the average household VMT per

---

<sup>2</sup> Models are run with feedback loops wherein the output of one run is becomes the basis of the next run. In this process, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence is repeated until input and output speeds are generally consistent with each other. Each iteration is referred to as a loop. The percentage change in total travel cost between one iteration and the next is referred to as "convergence". A convergence of 0.01 means that the change in travel cost between one run and the next is 1%. Models in the SCAG region are generally run for 5 loops or a convergence of 0.01.

capita in the City of Huntington Park as described in Impact T-2 discussion below. This policy encourages the use of alternatives to current parking standards that lower the cost of housing and reduces VMT.

To note, the proposed project does not include any modifications to the public right-of-way, and therefore, would not preclude the installation of the planned or proposed pedestrian, bicycle, and safety improvements on the streets within the City of Huntington Park. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities.

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

|                   |                                                                                                      |
|-------------------|------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? |
|-------------------|------------------------------------------------------------------------------------------------------|

**Impact TRA-2 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

*Baseline (2020) plus Project Conditions*

Table 4.14-2 shows the model outputs for the baseline (2020) conditions as well as the plus project conditions.

**Table 4.14-2 Proposed VMT in the Short Term**

|                                                   | 2020 No Project | 2020 With Project | Net New Project |
|---------------------------------------------------|-----------------|-------------------|-----------------|
| Population                                        | 27,672          | 38,018            | 10,346          |
| Employment                                        | 12,343          | 12,343            | –               |
| Service Population                                | 40,015          | 50,361            | 10,346          |
| <b>Vehicle No Trucks</b>                          |                 |                   |                 |
| Total vehicle VMT (no trucks)                     | 1,004,762       | 1,091,681         | 86,919          |
| Average vehicle trip distance (no trucks)         | 8.62            | 8.52              | 7.53            |
| Total vehicle trips (no trucks)                   | 116,616         | 128,154           | 11,538          |
| <b>Trucks Only</b>                                |                 |                   |                 |
| Total truck VMT                                   | 95,042          | 97,285            | 2,243           |
| Average truck trip distance                       | 25.70           | 25.22             | 14.08           |
| Total vehicle trips (include trucks)              | 120,315         | 132,012           | 11,697          |
| Total truck trips                                 | 3,699           | 3,858             | 159             |
| <b>All Vehicles</b>                               |                 |                   |                 |
| Total VMT (include trucks)                        | 1,099,804       | 1,188,965         | 89,161          |
| Total VMT per service population (include trucks) | 9.14            | 9.01              | 7.62            |

The 7.53 mile of average vehicle trip distance (no construction trucks) and 14.08 mile of average truck trip distance are not the trip lengths generated by the net new development directly, but the effect on vehicle trip and VMT for the whole project area. In particular, the effect of adding more housing to the study area will reduce trip length on average when compared to adding housing to areas outside of the study area. In order to compute the average vehicle distance, the net new VMT is divided by the net new vehicle trips, but this should not be interpreted to mean that the new development will have markedly different patterns than existing conditions; rather the effects on travel of adding housing will be to bring everyone's average down (including existing uses) since the average vehicle trip distance will be shortened with development in the Study Area.

As shown in Table 4.14-2, the baseline (2020) plus project VMT/SP is 9.14 miles while the without project VMT/SP is 9.01 miles. The project related VMT/SP is 7.62, which is significantly less than the baseline VMT/SP for the City. Therefore, the project has a less than significant VMT impact under baseline conditions.

#### *Year 2040 plus Project Conditions*

Table 4.14-3 shows the model outputs for the year 2040 conditions as well as the plus project conditions.

**Table 4.14-3 Proposed VMT in the Long Term**

|                                                   | 2040 No Project | 2040 With Project | Net New Project |
|---------------------------------------------------|-----------------|-------------------|-----------------|
| Population                                        | 30,423          | 40,769            | 10,346          |
| <b>Socio-Economic Data</b>                        |                 |                   |                 |
| Employment                                        | 13,470          | 13,470            | –               |
| Service Population                                | 43,893          | 54,239            | 10,346          |
| <b>Automobiles Only</b>                           |                 |                   |                 |
| Total Vehicle VMT (No Trucks)                     | 945,871         | 1,036,465         | 90,594          |
| Average Vehicle Trip Distance (No Trucks)         | 8.36            | 8.23              | 7.04            |
| Total Vehicle Trips (No Trucks)                   | 113,135         | 126,005           | 12,870          |
| <b>Trucks Only</b>                                |                 |                   |                 |
| Total Truck VMT                                   | 135,311         | 138,191           | 2,880           |
| Average Truck Trip Distance                       | 31.96           | 31.42             | 17.44           |
| Total Truck Trips                                 | 4,234           | 4,399             | 165             |
| Total Vehicle Trips (Include Trucks)              | 117,369         | 130,404           | 13,035          |
| <b>All Vehicles</b>                               |                 |                   |                 |
| Total VMT (Include Trucks)                        | 1,081,182       | 1,174,656         | 93,474          |
| Total VMT Per Service Population (Include Trucks) | 9.21            | 9.01              | 7.17            |

Similar to the Proposed VMT in the Short Term discussion above, the 7.53 mile of average vehicle trip distance (no construction trucks) and 14.08 mile of average truck trip distance are not the trip lengths generated by the net new development directly, but the effect on vehicle trip and VMT for the whole project area. In particular, the effect of adding more housing to the study area will reduce trip length on average when compared to adding housing to areas outside of the study area. In order to compute the average vehicle distance, the net new VMT is divided by the net new vehicle trips, but this should not be interpreted to mean that the new development will have markedly

different patterns than existing conditions; rather the effects on travel of adding housing will be to bring everyone's average down (including existing uses) since the average vehicle trip distance will be shortened with development in the Study Area.

As shown in Table 4.14-3, the year 2040 plus project VMT/SP is 9.21 miles while the without project VMT/SP is 9.01 miles. The project related VMT/SP is forecast to be 7.17, which is significantly less than the baseline VMT/SP for the City. Therefore, the project VMT per service population is less than the VMT/SP under without project conditions and therefore, the project has a less than significant VMT impact under future 2040 conditions.

The results of the VMT analysis shows that the project related VMT/SP is lower than the VMT/SP for the City. In fact, the proposed project reduces the Citywide VMT/SP under both analysis conditions. Therefore, the proposed project has a less than significant impact under both the baseline and future year conditions.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold:** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

---

#### **Impact TRA-3 THE HOUSING ELEMENT UPDATE WOULD NOT INTRODUCE HAZARDOUS ROAD DESIGN FEATURES OR INCOMPATIBLE USES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

Development under the Housing Element Update would largely be infill development on parcels with existing uses (e.g., parking lots, underutilized uses) and would not involve the development of any roadways that would introduce hazardous features. Vacant housing opportunity sites are located in urbanized areas with access to existing roadways. While the specific designs of projects that could be developed is not known at this time, each project would be reviewed by the City and required to be consistent with appropriate regulations and design standards set forth by applicable plans, programs, and policies. Goals and policies in the General Plan encourage safe and convenient modes of transportation including walking and biking to increase connectivity among neighborhoods and adjacent cities. Finally, the Housing Element Update would promote development of residential and mixed-use projects that would be compatible with surrounding uses, including other residential and mixed-use developments. Projects developed under the Housing Element Update would not introduce incompatible agricultural, industrial, or other uses within the city.

During development, projects could include interim modifications to public rights-of-way, such as lane closures during construction or the addition of new driveways or pedestrian facilities. These features could affect transportation safety. With adherence to the City's existing goals, policies, and ordinances, projects implemented under the Housing Element Update would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

|                                                                            |
|----------------------------------------------------------------------------|
| <b>Threshold:</b> Would the project result in inadequate emergency access? |
|----------------------------------------------------------------------------|

**Impact TRA-4 IMPLEMENTATION OF THE HOUSING ELEMENT UPDATE INVOLVES INFILL DEVELOPMENT IN AREAS CURRENTLY SERVED BY EMERGENCY ACCESS. ALTHOUGH DEVELOPMENT DENSITY WOULD INCREASE, ACCESS TO SITES WOULD NOT CHANGE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

The housing opportunity sites proposed in the Housing Element Update are all situated in areas currently served by adequate emergency access, including roadways with multiple ingress and egress. The Safety Element Update included an assessment of access to existing neighborhoods and developed goals and policies to ensure adequate emergency access for existing and future development. These include goals and policies that instruct the City to identify areas with inadequate access/evacuation routes and to consider mitigation to address emergency access. Furthermore, additional goals and policies from the Safety Element Update are designed to ensure the City and the residents of Huntington Park are prepared for evacuation during natural and human-caused disasters. Specifically, policies in the Safety Element Update include designating and publicizing evacuation routes; regularly evaluating availability and demand of community evacuation centers; developing and employing alternative emergency access routes in neighborhoods with a single ingress/egress and developing evaluation alternatives for residents with mobility challenges.

Development facilitated by the Housing Element Update would be required to provide adequate accommodation of fire access to structure frontages and, depending on the size of the development, multiple access points to development on the housing opportunity sites, pursuant to 2022 California Building Code Requirements. Development that would not meet required standards and codes would not be permitted. Therefore, there would be adequate emergency service and access and the Housing Element Update would have a less than significant impact on emergency access.

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

### 4.14.4 Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The geographic scope for cumulative transportation impacts is the City of Huntington Park.



OPR provides the following guidance regarding cumulative impacts analysis and VMT:

When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa (OPR 2018).

As described above in Section 4.6.3, *Impact Analysis*, the Housing Element and General Plan Update would not result in significant impact related to VMT (Impact TRA-2). The Housing Element Update's incremental contribution to cumulative impacts would be less than significant.

Impact TRA-1 analyzes the project's compatibility with programs, plans, ordinances, and policies related to the circulation system. Cumulative development projects, like the Housing Element Update, would be required to comply with local regulations and policies. The Housing Element Update's incremental contribution to cumulative impacts would be less than significant.

As described in Impact TRA-3, any modifications to public rights-of-way would be consistent with appropriate regulations and design standards set forth by the City's applicable plans, programs, and policies. Similarly, cumulative development projects would also be required to comply with the City's regulations and policies, and the Housing Element Update's incremental contribution to cumulative impacts would be less than significant.

Impact TRA-4 discusses potential impacts from inadequate emergency access. As stated therein, the project would be required to meet all applicable state and local codes and ordinances related to fire protection, including Safety Element Update policies that address emergency access. Similarly, cumulative development projects would also be required to comply with local and statewide regulations. Thus, impacts would be less than significant.

*This page intentionally left blank.*

## 4.15 Utilities and Service Systems

---

This section analyzes the effects of the proposed project on utilities and service systems. It considers potential impacts with respect to water supply and infrastructure, wastewater conveyance and treatment facilities, stormwater and drainage facilities, solid waste disposal, and electricity, natural gas, and telecommunications facilities.

### 4.15.1 Setting

#### a. Water Supply

Water service to the majority of Huntington Park is provided by the City of Huntington Park Water Department, a publicly owned utility under the Huntington Park Water and Sewer Division of the Public Works Department. Two small portions of the residential population are not served by the City of Huntington Park Water Department. Approximately 4 percent of the City's population in the northeastern corner of the City is served by Maywood Mutual Water Company and approximately 1 percent of the City's population in the southern area of the City is served by the Walnut Park Mutual Water Company (Huntington Park 2021). A small portion of industrial and commercial use along the western boundary of the City is served by Golden State Water Company. In 2020, the City's Water Department provided water for 95% of the City's population, therefore the analysis for this document will be focused on the Huntington Park Water Department (Huntington Park 2021).

The City of Huntington Park Water Department is supplied by approximately 5,100-acre-feet (AF) available each year. Approximately 75 percent of the supply comes from groundwater and the remaining 25 percent comes from imported water (Huntington Park 2021). The City obtains its groundwater supply from the Central Groundwater Subbasin ("Central Basin"), in which the City has annual extraction rights of 3,853 AF and extracted 3,360 AF on average annually between the years of 2011-2015 (Huntington Park 2021). The City extracts groundwater through four active wells and two inactive wells, one of which is temporarily inactive during improvements due to be completed in 2023. The City's imported water supply is received from the Metropolitan Water District (MWD) and originates from the Colorado River and the Sacramento-San Joaquin River Delta in Northern California. The City's import connection capacity is 7,200 AFY while the average purchase between 2016 and 2020 was 892 AF (Huntington Park 2021). The City has a goal of reducing its dependence on imported water, in which more groundwater use would be necessary.

The City Water Department is responsible for implementing an Urban Water Management Plan (UWMP). The current 2020 UWMP includes an assessment of past and future water supplies and demands, evaluation of the future reliability of the region's water supplies over a 20-year planning horizon, and discussion of demand management measures (Huntington Park 2021). The UWMP determined that the City has supply capabilities sufficient to meet expected demands through 2045 under a single dry-year condition and a period of drought lasting five consecutive years. Water supply and quality are also addressed in Section 4.9, *Hydrology and Water Quality*.

#### b. Wastewater

Wastewater treatment for development facilitated by the project would be provided by existing infrastructure in Huntington Park. The City's sewage is transported through approximately 60 miles of sewer mains throughout the City (Huntington Park 2020). Wastewater generated within the

Huntington Park city limits is collected and transmitted through the City sewer system to the Los Angeles County Sanitation Districts (LACSD).

Wastewater generated in Huntington Park is ultimately treated at the Joint Water Pollution Control Plant (JWPCP) in Carson, California. The JWPCP provides water treatment for approximately 280 million gallons per day (mgd) and has a permitted capacity of 400 mgd, providing a remaining capacity of 120 mgd for future development in the region (LACSD 2022). Treated wastewater is discharged to the Pacific Ocean through two outfalls and no treated wastewater is used as recycled water.

### **c. Stormwater**

The main form of stormwater management in the City and surrounding area is through the Los Angeles River Channel. The Los Angeles River is a 500 feet wide concrete lined channel located north and east of the City, approximately two miles east of City borders at its closest point. The river is maintained by the Los Angeles County Department of Public Works, Flood Control District. The storm drains throughout the City which extend along major roadways and flow directly into the Los Angeles River are also owned and maintained by the Los Angeles County Flood Control District.

In 2021, the LARWQCB adopted the *Final Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County*, which regulates discharges of stormwater and urban runoff from storm drain systems. Furthermore, the County Flood Control District has an established Storm Water Quality Management Program that educates existing and future efforts relating to stormwater management across the City.

### **d. Solid Waste**

Solid waste generated in Huntington Park is sent to waste disposal sites (i.e., landfills) operated by the County of Los Angeles as well as by private companies. In addition, transfer stations temporarily store debris until larger haul trucks are available to transport the materials directly to the landfills. Table 4.15-1 lists the city in which each landfill is located, remaining capacity, daily intake, and Annual Tonnage (County of Los Angeles 2020). The Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility extend the landfill capacity by combusting solid waste and selling energy generated by combustion to local utility companies. While neither facility currently encounters maximum capacity issues, both are restricted in regard to the daily amount and type of solid waste that they can accept and process. Another alternate solid waste disposal method includes recycling businesses, with the most notable location being the Azusa Reclamation facility. The City is primarily served by the Sunshine Canyon Landfill, which accepts residential, commercial, and construction waste. As shown in Table 4.15-1, the combined daily intake average is 18,620 tons per day.

**Table 4.15-1 Solid Waste Facilities Serving the City of Huntington Park**

| Facility Name                           | Landfill Site Location | Remaining Capacity (Mil. tons) <sup>[1]</sup> | 2019 Average Disposal (tons/day) | Annual Tonnage |
|-----------------------------------------|------------------------|-----------------------------------------------|----------------------------------|----------------|
| Antelope Valley                         | Palmdale               | 11.0                                          | 2,046                            | 638,400        |
| Calabasas                               | Agoura                 | 4.3                                           | 842                              | 262,800        |
| Chiquita Canyon                         | Castaic                | 57.0                                          | 5,115                            | 1,596,000      |
| Lancaster                               | Lancaster              | 9.9                                           | 350                              | 109,100        |
| Sunshine Canyon                         | Los Angeles            | 55.2                                          | 6,919                            | 2,158,700      |
| Scholl Canyon                           | Glendale               | 3.8                                           | 1,075                            | 335,500        |
| Commerce Refuse to Energy Facility/b/   | Commerce               | -                                             | -                                | -              |
| Southeast Resource Recovery Facility/b/ | Long Beach             | -                                             | 1,235                            | 444,600        |
| Azusa Land Reclamation                  | Azusa                  | 59                                            | 1,038                            | 373,680        |
| <b>Totals</b>                           | <b>200.2</b>           | <b>18,620</b>                                 | <b>5,918,780</b>                 |                |

\*Source: County of Los Angeles 2020.

## **e. Telecommunications, Electricity and Natural Gas**

Telecommunications services in Huntington Park are provided by private companies, including AT&T, Spectrum, Viasat, and other providers which provide internet, phone, and television.

Electricity is provided to the City by the Southern California Edison Company (SCE) through overhead and underground powerlines. Huntington Park's natural gas service is provided by the Southern California Gas Company (SoCalGas) which services more than 21 million residents throughout Central and Southern California. Natural gas and electricity are also addressed in Section 4.5, *Energy*.

### **4.15.2 Regulatory Setting**

#### **a. Water Supply**

##### **Federal Regulations**

###### *Clean Water Act*

The federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary federal law that regulates water quality in the United States. It forms the basis for several State and local laws throughout the country. The Clean Water Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the U.S. Environmental Protection Agency the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the U.S. Environmental Protection Agency and USACE. At the state and regional levels in California, the act is administered and enforced by SWRCB and the nine RWQCBs.

## **State Regulations**

### Senate Bill 610

In 2001, California adopted SB 610, thereby amending California Water Code. Under this law, certain types of development projects are now required to provide detailed water supply assessments to planning agencies. Any project that is subject to CEQA and would demand more than 75 AFY of water, or an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project, is subject to SB 610 and is required to prepare a Water Supply Assessment (WSA). The primary purpose of a WSA is to determine whether the identified water supply or water supplier will be able to meet projected demands for the project, in addition to existing and planned future uses, over a 20-year projection and with consideration to normal, dry, and multi-dry water years.

A General Plan Update (including Housing and Element Updates) is not subject to preparation of a Water Supply Assessment because (1) it is not expressly listed as a project which is subject to a Water Supply Assessment under Water Code Section 10912; (2) General Plan law sets forth an alternative process for local governments to consult with water supply agencies during General Plan preparation (see Government Code Section 65352.5); and (3) the California Legislature envisioned the General Plan being considered during preparation of long-term Urban Water Management Plan preparation, to serve as the first tier of land use and water supply planning coordination, prior to consideration of individual development projects. Furthermore, the County of San Bernardino Superior Court rules in *Citizens for Responsible Equitable Environmental Development v. City of Chino* (2011) that a “General Plan is not the type of actual development project identified in Water Code 10912 triggering the WSA requirement.” Therefore, the proposed project does not require preparation of a WSA pursuant to SB 610. Nevertheless, water supply availability is assessed under Impact UTIL-2.

### Senate Bill 221

Whereas SB 610 requires a written assessment of water supply availability, SB 221 requires lead agencies to obtain an affirmative written verification of sufficient water supply prior to approval of certain specified subdivision projects. For this purpose, water suppliers may rely on an UWMP if the updates to the General Plan (including a Housing and Safety Element Update) is accounted for within the UWMP, a WSA or other acceptable information that constitutes “substantial evidence.” “Sufficient water supply” is defined in SB 221 as the total water supplies available during normal, single-dry and multiple-dry water years within the 20-year (or greater) projection period that are available to meet the projected demand associated with the General Plan Update, in addition to existing and planned future uses. WSAs are required for residential projects of more than 500 units or a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. Because the proposed project is a plan and not a subdivision project, it does not require affirmative written verification of sufficient water supply. Nevertheless, water supply availability is assessed under Impact UTIL-2.

### *California Safe Drinking Water Act*

The California Safe Drinking Water Act (SDWA) (Health & Safety Code Section 116270 et seq.; 22 Cal. Code Regs. Section 64400 et seq.) regulates drinking water more rigorously than the federal law. Like the Federal SDWA, California requires that primary and secondary maximum contaminant levels be established for pollutants in drinking water; however, some California maximum

contaminant levels are more protective of health. The Act also requires the SWRCB to issue domestic water supply permits to public water systems.

Implementation of the federal SDWA is delegated to the State of California. The SWRCB enforces the federal and state SDWAs and regulates more than 7,500 public water systems across the state. The SWRCB's Division of Drinking Water oversees the State's comprehensive Drinking Water Program. The Drinking Water Program is the agency authorized to issue public water systems permits.

#### *Sustainable Groundwater Management Act*

In September 2014, the governor signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act gives local agencies the power to sustainably manage groundwater and requires groundwater sustainability plans to be developed for medium- and high-priority groundwater basins, as defined by the DWR. The Central Groundwater Basin in which Huntington Park lies upon and uses for groundwater supply is a low priority basin and not subject to a groundwater sustainability plan.

#### *Urban Water Management Planning Act*

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every five years, water suppliers are required to develop UWMPs to identify short-term and long-term water demand management measures to meet growing water demands. The City's most recent UWMP was adopted in 2020 and used to inform this analysis.

#### *Senate Bill 7x7 Statewide Water Conservation*

In November 2009 the California State Legislature passed and the Governor approved a comprehensive package of water legislation, including SB 7x7 addressing water conservation. In general SB 7x7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their UWMPs.

#### *Porter-Cologne Water Quality Control Act (California Water Code)*

The State of California is authorized to administer Federal or State laws regulating water pollution within the State. The Porter-Cologne Water Quality Control Act (Water Code Section 13000, *et seq.*) includes provisions to address requirements of the Clean Water Act. These provisions include National Pollutant Discharge Elimination System (NPDES) permitting, dredge and fill programs, and civil and administrative penalties. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. Additionally, the Porter-Cologne Act states that the quality of all the waters of the State, including groundwater and surface water, must be protected for the use and enjoyment by the people of the State.

In California, the NPDES program is administered by the SWRCB through the Regional Water Quality Control Boards (RWQCB) and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The federal Clean Water Act prohibits discharges of stormwater from construction projects unless the discharge follows an NPDES permit.

The SWRCB is the permitting authority in California and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, otherwise known as the Construction General Permit (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Order applies to construction sites that include one or more acre of soil disturbance. Construction activities include clearing, grading, grubbing, excavation, stockpiling, and reconstruction of existing facilities involving removal or replacement. The Construction General Permit requires that the landowner and/or contractor file permit registration documents prior to commencing construction and then pay a fee annually through the duration of construction. These documents include a notice of intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), and signed certification statement. The SWPPP must include measures to ensure that: all pollutants and their sources are controlled; non-stormwater discharges are identified and eliminated, controlled, or treated; site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges; and BMPs installed to reduce or eliminate pollutants after construction are completed and maintained. The Construction General Permit specifies minimum BMP requirements for stormwater control based on the risk level of the site. The Permit also specifies minimum qualifications for a qualified SWPPP developer and qualified SWPPP practitioner.

## **Local Regulations**

### *Greater Los Angeles County Region IRWMP*

The Greater Los Angeles County (GLAC) Integrated Regional Water Management Plan (IRWMP) is a regional plan designed to improve collaboration in water resources management. To make governance and stakeholder involvement manageable, the GLAC Region was organized into five Subregions which consider both geographic and demographic variations over the 2,058 square mile area. These Subregions include Lower San Gabriel and Los Angeles Rivers; North Santa Monica Bay; South Bay; Upper Los Angeles River Area (ULARA); Upper San Gabriel and Rio Hondo Rivers. Of these regions, BWP is a member of the ULARA. The first IRWMP for the GLAC Region was published in 2006, following a multi-year collaborative effort between water retailers, wastewater agencies, stormwater and flood managers, watershed groups, businesses, tribes, the agriculture community, and non-profits. The IRWMP provides a mechanism for: 1) coordinating, refining, and integrating existing planning efforts within a comprehensive, regional context; 2) identifying specific regional and watershed-based priorities for implementation projects; and 3) providing funding support for the plans, programs, projects, and priorities of existing agencies and stakeholders.

### *City of Huntington Park UWMP*

The City Water Department is responsible for implementing an UWMP. The current 2020 UWMP includes an assessment of past and future water supplies and demands, evaluation of the future reliability of the region's water supplies over a 20-year planning horizon, and discussion of demand management measures (Huntington Park 2021).



## **b. Stormwater**

### **Federal Regulations**

#### *Clean Water Act Section 402*

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

According to federal regulations, NPDES permit coverage for stormwater discharges associated with construction activity can be obtained through individual State permits or general permits. Individual permitting involves the submittal of specific data on a single construction project to the appropriate permitting agency that will issue a site-specific NPDES permit to a project. NPDES coverage under a general permit involves the submittal of a Notice of Intent by the regulated construction project that they intend to comply with a general permit to be developed by USEPA or a state with delegated permitting authority.

#### *Cobey-Alquist Floodplain Management Act*

The Cobey-Alquist Floodplain Management Act (Water Code Section 8400-8435) gives support to the National Flood Insurance Program by encouraging local governments to plan, adopt, and enforce land use regulations for floodplain management, to protect people and property from flooding hazards. The Act also identifies requirements that jurisdictions must meet to receive State financial assistance for flood control.

### **State Regulations**

#### *California Construction Stormwater Permit*

The California Construction Stormwater Permit (Construction General Permit), adopted by the SWRCB, regulates construction activities that include soil disturbance of at least one acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES Permit has been issued to regulate those discharges.

The Construction General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three Risk Levels established in the General Permit
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters
- Develop and implement a Stormwater Pollution Protection Plan which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards
- Perform inspections and maintenance of all BMPs

Typical BMPs contained in Stormwater Pollution Protection Plans are designed to minimize erosion during construction, stabilize construction areas, control sediment and pollutants from construction materials, and address post construction runoff. The Stormwater Pollution Protection Plan also includes a plan for inspection and maintenance of all BMPs, as well as procedures for altering or increasing BMPs based on changing project conditions.

#### *California Green Building Standards Code*

The California Green Building Standards Code (24 CCR, Part 11) includes mandatory measures for residential and nonresidential development. For example, Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development to manage stormwater drainage during construction through on-site retention basins, filtration systems, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff from construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes. Section 5.303 sets measures for indoor water use for non-residential development requiring metering devices to conserve water.

### **Local Regulations**

#### *County of Los Angeles MS4 Permit*

Los Angeles County MS4 Permit is the vehicle through which the Los Angeles RWQCB regulates discharges from medium and large MS4s. The permits are issued under the NPDES program. NPDES permitting is a national program overseen by the USEPA to address water pollution by regulating point sources that discharge pollutants to waters of the United States. It is part of the 1972 Clean Water Act and authorizes state governments to perform the permitting, administrative, and enforcement of the program through the RWQCBs. The permits require that new development and redevelopment projects to incorporate low-impact development (LID) techniques that include permeable surfaces, bioswales, and other design components that help water to percolate into the ground rather than run off into the stormwater system (gutters).

### **c. Wastewater**

### **Federal Regulations**

#### *Clean Water Act Section 401*

Under Section 401 of the Clean Water Act, the Regional Water Quality Control Boards (RWQCBs) have regulatory authority over actions in waters of the United States and/or the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the USACE under Section 404 of the Clean Water Act, described above). Section 401 of the Clean Water Act provides the SWRCB and the RWQCBs with the regulatory authority to waive, certify, or deny any proposed activity that could result in a discharge to surface waters of the State. To waive or certify an activity, these agencies must find that the proposed discharge would comply with State water quality standards, including those protecting beneficial uses and water quality. If these agencies deny the proposed activity, the federal permit cannot be issued. This water quality certification is generally required for projects requiring

Section 404 authorization involving the discharge of dredged or fill material to wetlands or other waters of the United States.

#### *Clean Water Act Section 402*

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater (as noted above in the stormwater section) directly from a point source, such as a pipe, ditch, or channel, into a surface water of the United States must obtain permission under the NPDES permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

### **State and Regional Regulations**

#### *Title 22 of California Code of Regulations*

Title 22 regulates the use of reclaimed wastewater. In most cases only disinfected tertiary water may be used on food crops where the recycled water comes into contact with the edible portion of the crop. Disinfected secondary treatment may be used for food crops where the edible portion is produced below ground and will not come into contact with the secondary effluent. Lesser levels of treatment are required for other types of crops, such as orchards, vineyards, and fiber crops.

The California Department of Public Health sets specific requirements for treated effluent reuse, or recycled water, through Title 22 of the California Code of Regulations. These requirements are primarily set to protect public health. The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the California Department of Public Health and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from un-disinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

#### *California Plumbing Code*

The California Plumbing Code is codified in Title 24, California Code of Regulations, Part 5. The Plumbing Code contains regulations including, but not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. More specifically, Part 5, Chapter 4, contains provisions requiring the installation of low flow fixtures and toilets. Existing development will also be required to reduce its wastewater generation by retrofitting existing structures with water efficient fixtures (SB 407 [2009] Civil Code Sections 1101.1 et seq.).

### **d. Solid Waste**

### **Federal Regulations**

#### *Title 40 of the Code of Federal Regulations*

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal

regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

## **State Regulations**

### *California Department of Resources Recycling and Recovery*

California Department of Resources Recycling and Recovery (CalRecycle) oversees, manages, and monitors waste generated in California. CalRecycle provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016, both of which are described below.

#### *Assembly Bill 939*

AB 939 (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements as part of the integrated waste management plans. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing and stimulate the purchase of recycled products.

#### *Assembly Bill 341 – Mandatory Commercial Recycling*

The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. AB 341 required all businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units to recycle by July 1, 2012. AB341 also sets a statewide goal of 75 percent waste diversion.

#### *Senate Bill 1016*

SB 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. CalRecycle reviews a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

#### *Assembly Bill 1826*

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (although multifamily dwellings are not required to have a food waste diversion program). Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum

threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

*California's Short-Lived Climate Pollutant Reduction Strategy (SB 1383)*

Signed into law in September 2016, SB 1383 establishes methane emissions reduction targets for California in a statewide effort to reduce emissions of short-lived climate pollutants. The targets are to reduce organic waste disposal 50 percent by 2020 and 75 percent by 2025. The law also grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. Enforcement of these targets starts January 1, 2022.

**e. Telecommunications**

The California Public Utilities Commission (CPUC) develops and implements policies for the telecommunication industry. The Communications Division is responsible for licensing, registration and the processing tariffs of local exchange carriers, competitive local carriers, and non-dominant interexchange carriers. It is also responsible for registration of wireless service providers and franchising of video service providers. The Division tracks compliance with commission decisions and monitors consumer protection and service issues and Commission reliability standards for safe and adequate service. The Communications Division is responsible for oversight and implementation of the six public purpose Universal Service Programs (CPUC 2021b).

### 4.15.3 Impact Analysis

**a. Methodology and Significance Thresholds**

The following thresholds are based on *CEQA Guidelines* Appendix G. For purposes of this EA, impacts related to water supplies, wastewater, solid waste, storm water conveyance, electric power, natural gas or telecommunications facilities are considered significant if implementation of the proposed project would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects' projected demand in addition to the provider's existing commitments;
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

## b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

**Impact UTIL-1 DEVELOPMENT FACILITATED THE PROPOSED PROJECT MAY REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT, STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS FACILITIES IN HUNTINGTON PARK. WHILE NEW CONNECTIONS TO EXISTING UTILITY SERVICE SYSTEMS WOULD BE REQUIRED, SUCH CONNECTIONS WOULD NOT RESULT IN DISTURBANCE BEYOND INDIVIDUAL DEVELOPMENT SITES AND ADJACENT INFRASTRUCTURE CORRIDORS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

---

### Water

Construction activities associated with reasonably foreseeable development under the proposed project would require recycled water for dust suppression, concrete manufacturing, and such activities as washing wheels and equipment. Temporary construction recycled water would be trucked to active construction sites or produced from existing fire hydrants near the applicable site(s), with City approval. Temporary construction water demands would not require new connections or conveyance facilities, as existing or mobile facilities would be used.

Reasonably foreseeable development facilitated by the proposed project may require installation of additional water main lines, lateral connections, and hydrants within the City. Such upgrades would occur within existing utility easements and would be located underground, primarily within existing roadways. Housing development under the proposed project would be located in previously developed areas that are either currently zoned for residential development or would be rezoned for residential development under the proposed project. Furthermore, reasonably foreseeable development would be subject to the City's 1991 General Plan policies related to the provision of adequate water services and facilities, such as Open Space and Conservation Element Policies 2.1 and 2.2 and Public Facilities Element Policies 6.1 through 6.3, described above under local regulatory setting.

Developers are responsible for funding any infrastructure improvements that are required to mitigate project impacts and have not been previously identified as part of a capital improvement program covered by development impact fees. Consistent with applicable State law, the City's development fees will ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project in order to refurbish the existing facilities to maintain the existing level of service and achieve an adopted level of service that is consistent with the City's General Plan (California Government Code Section 66001(g)).

As individual housing projects are proposed and considered for approval by the City, project proponents would be required to demonstrate that any identified system deficiencies reasonably related to the development project are adequately addressed by the responsible project proponent and future upgrades are designed in accordance with the HPMC and to the satisfaction of the City Engineer. In addition, the City requires applicants to coordinate with the Los Angeles County Fire Department and City of Huntington Park Building and Safety Division to ensure that existing and planned fire hydrants provide sufficient fire flow pressure requirements. The City's issuance of building permits is contingent upon review, testing, and approval that sufficient fire flow pressure is

provided for the applicable site. Due to the existing built-up nature of the City, it is reasonably anticipated that future improvements for water supply and fire flow requirements would not disturb previously undisturbed areas and would be situated within existing utility rights-of-way, such as but not limited to within public roadways.

Water service to the majority of Huntington Park is provided by the City of Huntington Park Water Department, the remaining small portions of the City are served by Maywood Mutual Water Company, Walnut Park Mutual Water Company, and Golden State Water Company. The City of Huntington Park Water Department receives imported water from the State Water Project and groundwater from the Central Groundwater Basin. The availability and reliability of water supply for the proposed project is addressed below, under Impact UTIL-2. Potential impacts related to relocation or construction of water supply facilities would be less than significant.

## **Wastewater**

Wastewater treatment for development facilitated by the proposed project would be provided by existing infrastructure in Huntington Park. The City's sewage is transported through approximately 60 miles of sewer mains throughout the City (Huntington Park 2020). Wastewater generated within the Huntington Park city limits is collected and transmitted through the City sewer system to the LACSD.

Wastewater generated in Huntington Park is ultimately treated at the Joint Water Pollution Control Plant (JWPCP) in Carson, California. The JWPCP provides water treatment for approximately 280 million gallons per day (mgd) and has a permitted capacity of 400 mgd, providing a remaining capacity of 120 mgd for future development in the region (LACSD 2022). Treated wastewater is discharged to the Pacific Ocean through two outfalls and no treated wastewater is used as recycled water. As detailed below in Impacts UTIL-2 and UTIL-3, the City's projected wastewater flow in 2045 is only slightly higher than 2020 estimated flows because as the City's population grows, the water use efficiency is projected to increase as well.

Development facilitated by the proposed project may require the installation of upsized sewer lines and additional lateral connections within Huntington Park. As with water facilities, sewer laterals and main extensions necessary to serve the future development would generally be installed within the already disturbed rights-of-way of existing roads or within the disturbance footprints of such projects. As such, the construction of these infrastructure improvements would not substantially increase a project's disturbance area or otherwise cause significant environmental effects beyond those identified throughout this EA.

Furthermore, applicants for projects facilitated by the proposed project would be responsible for constructing on-site wastewater treatment conveyance systems and paying standard sewer connection fees, as necessary. The City's Community Development Department screens project proposals for the potential to create wastewater in excess of capacity of the sanitary sewer system and enforces building and construction standards. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities and impacts would be less than significant.

## **Stormwater**

Reasonably foreseeable residential development under the proposed project would not result in a substantial increase in impervious surfaces since it would be focused in urban infill areas already largely covered with impervious surfaces. Compliance with Health and Safety Element Policies 2.1

through 2.4 and Public Facilities Policies 6.1 through 6.3 of the Huntington Park 1991 General Plan would ensure that future development projects resulting from the proposed project would be implemented with appropriately sized and sited stormwater conveyance facilities. In the long-term, redevelopment of properties in the City is anticipated to improve the quality of stormwater runoff by replacing older development with new development that incorporates Low Impact Development (LID) methods, as required in Chapter 7-9 of the HPMC. LID methods include features such as stormwater detention basins and vegetation requirements that slow the velocity of surface runoff and filter some water quality constituents before the runoff percolates to the underlying groundwater system or is conveyed through the City's, or Los Angeles County Flood Control District's, stormwater infrastructure. Therefore, while individual housing developments would include site-specific stormwater drainage and conveyance facilities, such facilities would be designed and built-in accordance with the HPMC and BMPs for stormwater management. Potential impacts related to relocation or construction of new wastewater conveyance facilities would be less than significant.

## **Electricity and Natural Gas**

Electricity is provided to the City by the Southern California Edison Company through overhead and underground powerlines. Huntington Park's natural gas service is provided by the Southern California Gas Company which services more than 21 million residents throughout Central and Southern California. Natural gas and electricity are also addressed in Section 4.5, *Energy*.

The project would require connections to existing electrical transmission and distribution systems on site to serve development facilitated by the project. This service would be provided in accordance with the rules and regulations of SCE on file with and approved by CPUC. Based on the availability of existing electrical infrastructure, it is not anticipated that the construction of new electrical transmission and distribution lines or other facilities would be required, and all sites would be able to connect to existing infrastructure. Therefore, there would be adequate electrical facilities to serve development as a result of the project and impacts related to electricity would be less than significant.

Development facilitated by the project would connect to existing natural gas infrastructure to meet the needs of housing units. Therefore, no new natural gas lines are anticipated for most future construction. Based on the availability of existing natural gas infrastructure, construction of new natural gas pipelines would not be required, and all sites would be able to connect to existing infrastructure. Therefore, there would be adequate natural gas facilities to serve the development as a result of the project and impacts related to natural gas would be less than significant.

## **Telecommunications**

The City is highly urbanized with existing above- and below-ground telecommunications infrastructure. Telecommunications services are provided by AT&T, Spectrum, Viasat, or other providers, at the discretion of current and future residents. Reasonably foreseeable development under the proposed Project would increase demand for existing telecommunications in the City. Individual telecommunication providers implement planned improvements throughout their service areas on an as-needed basis, which are typically limited to small-scale upgrades and new facilities in existing developed areas. Construction of additional telecommunications facilities or upgrades to existing facilities to meet demands from the proposed Project would be undertaken by private telecommunication service providers in accordance with applicable federal, state, and local regulations. Telecommunications are generally available in the City and substantial upgrades to



existing telecommunications facilities would not likely be necessary. Necessary facility upgrades to accommodate new service connections would be undertaken by individual telecommunication providers. No restrictions on the ability to provide adequate telecommunication service are present or anticipated to occur as a result of the proposed Project. In addition, due to the built-up nature of the City and the nature of telecommunication upgrades being small-scale and sited within the development footprint of new projects, potential impacts associated with new or expanded facilities would be less than significant.

## Mitigation Measures

Impacts would be less than significant without mitigation.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**Impact UTIL-2 POPULATION INCREASE ANTICIPATED BY IMPLEMENTATION OF THE PROPOSED PROJECT COULD PLACE INCREASED DEMAND ON WATER SUPPLY IN NORMAL AND DROUGHT YEARS. WHILE PROJECTIONS CONSIDERED IN THE UWMP ARE LESS THAN THOSE AFFORDED BY IMPLEMENTATION OF THE PROPOSED PROJECT, SUFFICIENT WATER SUPPLY EXISTS TO SERVE THE POPULATION DUE TO CONSERVATION EFFORTS AND DURING MULTIPLE DRY YEARS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed in 4.15.1, *Setting*, the majority of water supply in Huntington Park is provided by the City of Huntington Park Water Department, which consists of imported water from MWD and groundwater pumped from the Central Basin.

**Table 4.15-2 Normal Year Supply and Demand Projections**

|                | 2025       | 2030       | 2035       | 2040       | 2045       |
|----------------|------------|------------|------------|------------|------------|
| Demand Totals  | 4,390      | 4,344      | 4,296      | 4,245      | 4,193      |
| Supply Totals  | 5,100      | 5,100      | 5,100      | 5,100      | 5,100      |
| <b>Surplus</b> | <b>710</b> | <b>756</b> | <b>804</b> | <b>855</b> | <b>907</b> |

\*Units are presented in acre feet (af) per calendar year.

Source: Huntington Park 2021

Reasonably foreseeable development facilitated under the proposed project would involve up to 2,668 new residential units, increasing the City population by 10,646 persons. While The City's 2020 UWMP reports that 2020 water demand was 69 gallons per capita per day (gpcd), the demand is projected to decrease to 68.5 gpcd in 2025, then decrease by 2045 to 62.5 gpcd. Assuming a per capita water demand of 62.5 gpcd in 2045, as discussed above, the additional population of 10,646 persons would increase water demand by 665,375 gallons per day, which equates to approximately 745 AFY. This represents approximately 14.6 percent of the City's projected available water supply in 2045 under normal water year (non-drought) conditions, as shown in Table 4.15-2. The increased citywide water demand of up to 745 AFY can be accommodated for in the surplus of 907 AFY under a normal (non-drought year). Therefore, the proposed project would have a less than significant impact on water supply during a normal (non-drought) year.

**Table 4.15-3 Single Dry Year Supply and Demand**

|                | 2025       | 2030       | 2035       | 2040       | 2045       |
|----------------|------------|------------|------------|------------|------------|
| Demand Totals  | 4,609      | 4,561      | 4,510      | 4,458      | 4,402      |
| Supply Totals  | 5,100      | 5,100      | 5,100      | 5,100      | 5,100      |
| <b>Surplus</b> | <b>491</b> | <b>539</b> | <b>590</b> | <b>642</b> | <b>698</b> |

\*Units are presented in acre feet (af) per calendar year.

Source: Huntington Park 2021

As discussed above, the proposed project would facilitate an increased citywide water demand of up to 745 AFY. The increased demand would not be accommodated for in the surplus of 698 AFY under a single dry year, as shown in Table 4.15-3. It should be noted that not all projects would be developed in one year, but rather over time with a yearly assessment performed. The above calculations do not include residents moving out of the City, due to unforeseen circumstances. Nonetheless, MWD would ensure that available water would be available to the residents of Huntington Park during a non-drought year.

**Table 4.15-4 Multiple Dry Years Supply and Demand**

|                | 2025       | 2030       | 2035       | 2040       | 2045       |
|----------------|------------|------------|------------|------------|------------|
| Demand Totals  | 4,477      | 4,431      | 4,382      | 4,330      | 4,277      |
| Supply Totals  | 5,100      | 5,100      | 5,100      | 5,100      | 5,100      |
| <b>Surplus</b> | <b>623</b> | <b>669</b> | <b>719</b> | <b>769</b> | <b>823</b> |

\*Units are presented in acre feet (af) per calendar year.

Source: Huntington Park 2021

As discussed above, the proposed project would facilitate an increased citywide water demand of up to 745 AFY. The increased demand would be accommodated for in the surplus of 823 AFY under multiple dry years, as shown in Table 4.15-4. Therefore, the proposed project would have a less than significant impact on water supply during multiple dry years.

## Mitigation Measures

No mitigation measures are proposed.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

|                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 3:</b> Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact UTIL-3 DEVELOPMENT FACILITATED THE PROPOSED PROJECT WOULD NOT REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WASTEWATER TREATMENT FACILITIES IN HUNTINGTON PARK. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Development facilitated by the proposed project may require the installation of upsized sewer lines and additional lateral connections within Huntington Park. As with water facilities, sewer laterals

and main extensions necessary to serve the future development would generally be installed within the already disturbed rights-of-way of existing roads or within the disturbance footprints of such projects.

As discussed in Section 4.15.1(b), all wastewater generated in the City of Huntington Park is conveyed via existing sewer laterals to the sewer mainline, which conveys wastewater through the LACSD ultimately to the JWPCP for treatment and reuse as applicable. The JWPCP has a design capacity of 400 mgd and currently treats approximately 280 mgd, providing a remaining capacity of 120 mgd for future regional development (LACSD 2022). According to the 2020 UWMP, Huntington Park's 2020 sewage generation was 1,016 MG/year (2.78 mgd) and is expected to slightly increase to 1,025 MG/year (2.81 mgd) in 2045. Based on the difference in 2045 population projections between the 2020 UWMP and development facilitated by the proposed project, sewage generation would be expected to increase to approximately 1,138 MG/year (3.12 mgd) which would be accounted for in the 120 mgd remaining capacity at the JWPCP. Therefore, the JWPCP would have sufficient capacity to accommodate wastewater generated by the proposed project.

Furthermore, applicants for projects facilitated by the proposed project would be responsible for constructing on-site wastewater treatment conveyance systems and paying standard sewer connection fees, as necessary. The City's Community Development Department screens project proposals for the potential to create wastewater in excess of capacity of the sanitary sewer system and enforces building and construction standards. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities and impacts would be less than significant.

## Mitigation Measures

No mitigation measures are proposed.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 4:** Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

**Threshold 5:** Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Impact UTIL-4 DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE. THE PROJECT WOULD NOT IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS AND WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Development facilitated by the project could result in the addition of up to 10,646 residents and 2,668 residential units throughout the City. Based on the 2020 solid waste generation rate of 4.30 pounds per person per day, the proposed project would generate an additional estimated 44,995 pounds per day (approximately 23 tons or 27 cubic yards) or about 16.4 million pounds per year (8,212 tons or 9,744 cubic yards) (CalRecycle 2020). The calculation for the project does not take into consideration current and planned City programs to divert solid waste from landfills. As shown

above, the combined daily intake capacity of landfills serving the proposed project is 18,620 tons per day. Therefore, available capacity (200.2 million tons per day) can accommodate the estimated daily solid waste that would be generated by the proposed project. Assuming no diversion, the increase in project related generated solid waste would represent less than 1 percent of the total available daily capacity.

Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2019 Annual Report (County of Los Angeles 2020), Los Angeles County would be able to meet the disposal needs of all County jurisdictions through the 15-year planning period for six of seven scenarios considered. Although daily capacity at area landfills is currently available (as noted above), the CIWMP Annual Report concludes that reliance on existing permitted County landfill capacity alone is insufficient to meet the County's long-term disposal needs; however, under the "status quo" scenario (i.e., solid waste disposed will continue to be managed by existing permitted in-County disposal infrastructure and available out-of-County landfill capacity and diversion efforts by individual jurisdictions continue, resulting in a countywide diversion rate of 65 percent) and each of the other scenarios contemplated in the CIWMP Annual Report, no shortfall in capacity is expected. The "status quo" scenario is conservative insofar as it assumes no new waste reduction programs or disposal facilities and no increase in waste diversion. Based on these facts, sufficient permitted capacity is anticipated to be available to accommodate the proposed project's solid waste disposal needs and impacts related to solid waste would be less than significant.

Finally, development facilitated by the project would also be required to demonstrate compliance with all applicable regulations. The project's solid waste disposal would have a less than significant impact for local solid waste infrastructure.

### **Mitigation Measures**

No mitigation measures are proposed.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

#### **4.15.4 Cumulative Impacts**

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]).

### **Water**

The analysis provided under Impact UTL-2 and UTIL-3 is cumulative in nature and considers water demand associated with development within the City's Water Department service area. Cumulative development within Huntington Park will continue to increase demands on water supplies. There would be sufficient existing water supplies to accommodate anticipated cumulative development and achieve full buildout of the housing opportunity sites for other nearby cities under normal and dry year conditions by relying on the estimated surplus and implementation of ongoing conservation measures. Therefore, the proposed project would not have a cumulatively considerable contribution to a significant cumulative impact regarding water supply services.

## **Wastewater**

As discussed above under Impact UTIL-1, new wastewater service connections would be installed as needed, on a project-specific basis; this would occur for non-residential developments within the cumulative scenario as it would for residential developments under the proposed project. LACSD and the City of Huntington Park conduct repairs and upgrades to the existing wastewater conveyance system throughout the City on an as-needed basis and would continue to do so for both residential developments under the proposed project as well as non-residential projects in the cumulative scenario.

## **Electricity and Natural Gas**

The geographic scope for cumulative electricity and natural gas impacts is the Southern California Edison and Southern California Gas service area. This geographic scope is appropriate because the local providers are responsible for transmitting electricity and natural gas to all land uses within their service areas, including those that would occur on the housing opportunity sites. Development considered part of the cumulative analysis includes buildout of local General Plans.

Southern California Edison and Southern California Gas are subject to the requirements set forth and/or enforced by the CPUC. The need for electric and natural gas infrastructure would be addressed on a case-by-case basis for each cumulative project, and would be subject to CPUC requirements, similar to those applicable to the proposed project. Therefore, cumulative impacts related to electric power and natural gas transmission facilities would be less than significant. Therefore, the proposed project would not have a cumulatively considerable contribution to a cumulative impact regarding electricity and natural gas.

## **Telecommunication**

The geographic scope for cumulative telecommunications impacts is the telecommunication provider service area. This geographic scope is appropriate because local providers are responsible to provide adequate telecommunication infrastructure to all land uses within its service area, including the housing opportunity sites.

As discussed above under Impact UTIL-1, project implementation requires connections to existing utility infrastructure to meet the needs of site residents and tenants. Cumulative development would increase demand for telecommunications infrastructure in the City. However, cumulative projects would each be required to provide adequate telecommunications infrastructure on a project-by-project basis and would be subject to the same requirements as the proposed project. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant. The proposed project would not have a cumulatively considerable contribution to a cumulative impact regarding telecommunication services.

*This page intentionally left blank.*

## 4.16 Effects Found Not to be Significant

---

*CEQA Guidelines* Section 15128 requires an EIR to briefly describe any possible effects that were determined not to be significant and were therefore not discussed in detail in the EIR. The sections below include the checklist questions listed in Appendix G of the *CEQA Guidelines* and a brief discussion of environmental impacts that were determined to be less than significant.

### 4.16.1 Agricultural and Forestry Resources

Would the project:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- Result in the loss of forest land or conversion of forest land to non-forest use?
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The City of Huntington Park is a highly urbanized city, and farmland maps prepared by the California Department of Conservation (CDOC) show that Huntington Park does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDOC 2016).

Because the project would intensify development within Huntington Park on parcels already zoned for residential or mixed-use development or rezoning manufacturing or commercial development sites to residential or mixed use development, the project would not impact agricultural or forestry resources. Proposed policies included in the updates to the Housing Element and Safety Element, would not impact agricultural or forestry resources. The project would not result in the conversion of farmland to non-agricultural use and would not conflict with agricultural zoning or Williamson Act contracts. Further, the project would not conflict with zoning or result in the conversion of forestland, timberland, or timberland production areas. There would be no impact.

### 4.16.2 Mineral Resources

Would the project:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 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?

There are no actively used mineral resources or mining operations within the City of Huntington Park. The project would not interfere with mining operations or the loss of availability of known mineral resources, there would be no impact to mineral resources.

### 4.16.3 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- Substantially impair an adopted emergency response plan or emergency evacuation plan?
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Wildfire as an impact area was not analyzed in the 1988 General Plan or related EIR. To note, there are no Very High Fire Hazard Severity Zones (VHFHSZ) within or near the city limits of Huntington Park (CALFIRE 2023). The nearest VHFHSZ is located approximately five miles north of Huntington Park. County emergency response plans are updated regularly and would reflect the most recent population estimates and growth projections. Implementation of the proposed project would not substantially impair adopted emergency response or emergency evacuation plans as the Draft Housing Opportunity Sites would be accessed by existing roadways and would not impair the use of emergency evacuation routes through the modification of roadways. Additionally, as described in Section 4.13, *Public Services and Recreation*, the project would not itself result in the need for new or expanded emergency services, including police and fire protection. Development facilitated by the project would be constructed in accordance with federal, state, regional, and local requirements, which are intended to ensure the safety of residents and structures to the extent feasible. Compliance with these standard regulations would be consistent with Los Angeles County's adopted emergency response plan.

The project would accommodate increased density, FAR, and building heights in existing developed areas of the city, on sites already zoned for residential or mixed use development that are not located in a VHFHSZ. Development in the City would be required to conform with the latest fire code, including provisions for emergency access. The increase in population associated with the project would not result in significant impacts to evacuation routes or plans in the event of a wildfire, and proposed policies in the Safety Element Update would increase coordination between safety and law enforcement agencies in the event of an emergency. Policies associated with the Housing Element and General Plan Update would not expose people or structures to significant risks associated with wildfire.

Additionally, the proposed project would not impair emergency response or evacuation plans and would not involve the installation of infrastructure that may exacerbate fire risk or expose people or structures to significant risks associated with wildfire hazards. Accordingly, potential impacts would be less than significant.



## 5 Other CEQA Required Discussions

---

This section discusses the potential growth-inducing impacts and irreversible environmental impacts associated with the implementation of the proposed project.

### 5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

#### 5.1.1 Population Growth

As discussed in Section 4.12, *Population and Housing*, while development facilitated by the proposed project would directly generate population growth, the City has established the need for additional housing. The project would facilitate an estimated population growth of approximately 10,646 new residents by 2045 based on the maximum project-facilitated buildout of 2,668 housing units. While the proposed project would increase the buildout potential beyond that anticipated in the current General Plan, the project would be consistent with City-identified housing need and the draft RHNA, as it would allow the future development of new housing on the Draft Housing Opportunity Sites. Additionally, the increase in housing and population from the provision of this new housing would be within the SCAG estimates for the region's housing needs.

Moreover, as discussed in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*, development facilitated by the proposed project would not generate air quality or greenhouse gas emissions that would result in a significant impact. Additionally, the project would not involve the expansion of the existing City limits or the City's sphere of influence or substantial extension of infrastructure outside of City limits; rather, it involves increased density within the Draft Housing Opportunity Sites, which has been analyzed in detail throughout this EA.

Therefore, population growth associated with the project would not result in significant long-term physical environmental effects, as described in Section 4.

#### 5.1.2 Economic Growth

Development facilitated by the project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional work force, project construction would not be growth-inducing from an employment standpoint. The proposed project would not induce substantial economic expansion to the extent that direct physical environmental effects would result.

### 5.1.3 Removal of Obstacles to Growth

As discussed in Section 2, *Project Description*, the Draft Housing Opportunity Sites are zoned for development. The Draft Housing Opportunity Sites are mostly located within City limits and are served by existing infrastructure. As discussed in Section 4.14, *Transportation* and Section 4.15, *Utilities and Service Systems* of this EA, existing infrastructure would be adequate to serve development facilitated by the project. No new water, sewer, or other utility infrastructure would be required, and no new roads would be required. Because the project would facilitate development on underdeveloped and underutilized lots within urbanized areas and would not require the extension of infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

## 5.2 Irreversible Environmental Effects

*CEQA Guidelines* Section 15126.2(c) requires EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

The project would facilitate infill residential development on undeveloped and underdeveloped sites in the City of Huntington Park. Construction and operation of development facilitated by the project would involve an irreversible commitment of construction materials and non-renewable energy resources. Development would involve the use of building materials and energy, some of which are non-renewable resources, to construct new residential buildings and associated infrastructure and landscaping. Consumption of these resources would occur with any development in the region and are not unique to the proposed project.

Operation of development facilitated by the project would also irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of the project. As described in Section 4.5, *Energy*, development facilitated by the project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated residential buildings, and the Green Building Standards Code requires solar access, natural ventilation, and stormwater capture. Consequently, development facilitated by the project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and renewable resources would be less than significant. Consumption of these resources would occur with any development in the region and is not unique to the proposed project.

## 5.3 Mandatory Findings of Significance

Following each environmental impact discussion in Section 4, *Environmental Impact Analysis*, is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure could cause a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the project in conjunction with the build-out of the City General Plan.

*CEQA Guidelines* Section 15065 also requires the following specific Mandatory Findings of Significance be addressed as part of the environmental review for the project:

- The potential for the project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;
- Project impacts are individually limited, but cumulatively considerable. (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects); and
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Besides air quality and noise, the impact areas addressed by this Mandatory Findings of Significance section would be less than significant. Potential adverse environmental effects to human beings are discussed in Section 4.2, *Air Quality* and Section 4.11, *Noise*. Furthermore, as discussed above, each environmental analysis section of the EA concludes with a discussion of the project’s contribution to cumulative effects.

The Executive Summary of this EA summarizes all impacts and mitigation measures that apply to the project.

*This page intentionally left blank.*

## 6 Alternatives

---

As required by *CEQA Guidelines* Section 15126.6, this chapter examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen the significant adverse impacts.

As discussed in Section 2, *Project Description*, the project objectives are as follows:

- Provide a framework for accommodating approximately 2,500 new housing units, with a reasonable buffer of at least 14 percent above RHNA for lower- and moderate-income units for a total of 2,668 new units, at all levels of affordability within access to transit, job centers, schools, services, and open spaces.
- Plan for a buffer range of approximately 338 units to ensure ongoing compliance with the No Net Loss provisions of State housing law.
- Accommodate the City's share of the State-required RHNA for 5th and 6th Cycle Housing Element planning periods.
- Bring the Housing, Safety, and Land Use Elements into conformance with recently enacted State laws.
- Identify future housing sites with a collective capacity to meet the City's RHNA, including the requisite buffer capacity; and
- Continue to provide excellent services, parks, schools, and environmental setting, and offer new programs that support the City's increasing diversity and improved housing affordability. New Housing Element programs support this growth and self-mitigate potential negative impacts of growth on the physical environment in Huntington Park and the surrounding region.

This analysis presents two alternatives including the CEQA-required "no project" alternative that involve changes to the project that may reduce the project-related environmental impacts identified in this EA. These Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

The following alternatives are evaluated in this EA:

1. Alternative 1: No Project
2. Alternative 2: Alternative Candidate Sites

Table 6-1, below, provides a summary comparison of the proposed project and each of the alternatives considered. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 and 6.2, below.

**Table 6-1 Comparison of Project Alternatives' Buildout Characteristics**

|                                                                                   | Proposed Project | Alternative 1:<br>No Project | Alternative 2:<br>Alternative<br>Candidate Sites |
|-----------------------------------------------------------------------------------|------------------|------------------------------|--------------------------------------------------|
| Total Allowable Dwelling Units Under Alternative                                  | 2,668            | 1,800                        | 1,958                                            |
| Change in Total Maximum Dwelling Units Compared to proposed project               | n/a              | -1,084                       | -710                                             |
| Total Additional Residents Under Alternative                                      | 8,250            | 5,400                        | 6,070                                            |
| Change in Population Potential Compared to proposed project (Number of Residents) | n/a              | -2,710                       | -2,180                                           |

## 6.1 Alternative 1: No Project Alternative

The *CEQA Guidelines* (Section 15126.6[e][2]) require that the alternatives discussion include an analysis of a No Project Alternative. Pursuant to CEQA, the No Project Alternative refers to the analysis of existing conditions and 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. The No Project Alternative typically will proceed along one of two lines: (1) when a project is a revision of an existing regulatory plan or policy, the No Project Alternative will be continuation of the existing plan or policy; or (2) if a project is a development project on identifiable property, the No Project Alternative is the circumstance under which the project does not proceed. In this case, the No Project Alternative represents the continuation of existing zoning and General Plan designations on the Draft Housing Opportunity Sites, and full buildout under those existing designations is assumed to occur under this alternative. Typical development assumptions are included in the below analysis of this alternative, including compliance with applicable regulations or typical City-required measures.

### 6.1.1 Description

The No Project Alternative assumes there is no change in zoning or General Plan land use designations for the parcels identified by the project. Current uses on the sites would continue under this alternative, with future full buildout of the Draft Housing Opportunity Sites limited by the existing zoning and General Plan designations. Buildout of the Draft Housing Opportunity Sites under existing zoning would allow for up to roughly 1,800 total housing units, housing a population of 5,400 residents (refer to Table 6-1). This alternative would only accomplish two of the six objectives identified for the project. Among others, it would not accomplish the project objectives of planning a buffer of up to 2,668 (14%) new housing units to ensure ongoing compliance with the No Net Loss provisions of State housing law.

### 6.1.2 Impact Analysis

#### Aesthetics

Under the No Project Alternative, buildout consistent with the existing zoning and land use of the Draft Housing Opportunity Sites would occur. The Draft Housing Opportunity Sites do not offer notable scenic vistas and are not within the view of a State scenic highway, as described under Impact AES-1. Similar to the proposed project, mitigation may be applied to individual projects to reduce visual impact during the project design review process. Development allowed under existing

zoning would also increase lighting and glare on some of the Draft Housing Opportunity Sites, but fewer Draft Housing Opportunity Sites than under the proposed project. Similarly, compliance with City General Plan goals and policies and the design development standards required through the design review process and building permit applications would still be required. Overall, impacts would be reduced when compared to the proposed project.

## **Air Quality**

Under the No Project Alternative, fewer residential units would be constructed than the project, consistent with allowed existing zoning. Temporary construction-related air quality impacts from grading and construction and long-term air quality impacts from building operation (energy usage, maintenance), would be lower than under the proposed project, which included both a construction and operational emissions significant and unavoidable impact. Also, individual project mitigation may be required to ensure compliance with BAAQMD's current recommended basic control measures to comply with standard permit conditions. Nonetheless, potential impacts under Alternative 1 would be reduced when compared to the proposed project.

## **Biological Resources**

The No Project Alternative would allow development under existing zoning. Because of the potential for sensitive species and habitats to exist on the Draft Housing Opportunity Sites, direct impacts to biological resources would be similar to those that would occur with the proposed project, but only 1,800 dwelling units would be developed. Thus, development allowed under the No Project Alternative would be smaller in terms of number of sites developed; however, ground disturbance and vegetation removal, especially of Draft Housing Opportunity Sites would result in similar impacts to biological resources. Under the No Project Alternative, development of the Draft Housing Opportunity Sites would not increase the likelihood of special-status species being affected and there would be no impact on special-status species. Therefore, impacts under the No Project Alternative would be similar to the impacts under the proposed project with implementation of relevant General Plan Policies mentioned in Section 4.3, *Biological Resources*.

## **Cultural and Tribal Cultural Resources**

The No Project Alternative would allow development under existing zoning at a smaller scale than under the proposed project but could still entail ground disturbance or excavation activities. There are no known historical resources located within the Draft Housing Opportunity Sites. Ground disturbance from development allowed under existing zoning would still have potential impacts to archaeological resources and human remains, although likely to a lesser extent than under the proposed project due to fewer residential units. As all of the Draft Housing Opportunity Sites are currently zoned for development, development under the No Project Alternative would not create any new and significant impacts to cultural resources. Potential impacts would be addressed by regulations established in the City's General Plan and Municipal Code. As the No Project Alternative would result in the same number of Draft Housing Opportunity Sites being affected as under the proposed project, impacts would be similar to the proposed project.

## **Energy**

Under the No Project Alternative, construction- and operation-related energy use from development allowed under the existing zoning of the Draft Housing Opportunity Sites would occur, but the decreased scale and intensity of the allowed development would be less than under the

proposed project. Similar to the proposed project, development under the No Project Alternative would comply with the 2022 California Building Energy Efficiency Standards for Residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions, which require certain energy efficient development features. Impacts would be reduced when compared to the proposed project.

## **Geology and Soils**

The No Project Alternative would allow for development under existing zoning, which would involve construction or ground disturbance that could expose and loosen soils and increase the potential for erosion. The Draft Housing Opportunity Sites remain outside Alquist-Priolo fault zones, and future construction on any of the sites would be required to comply with California Building Code requirements and implement General Plan goals and policies, ensuring the stability of new structures during seismic events or due to unstable or expansive soils. Development allowed under existing zoning, similar to development facilitated by the proposed project, would occur within areas of high paleontological sensitivity; however, the No Project Alternative would allow fewer residential units to be developed than under the proposed project. Impacts would be similar when compared to the proposed project.

## **Greenhouse Gas Emissions**

Under the No Project Alternative, less development would occur, consistent with allowed existing zoning. Temporary construction-related GHG emissions that result from grading and construction of new development and long-term impacts resulting from building operation (energy use, maintenance, and traffic) would be lower than under the proposed project. Impacts would be reduced when compared to the proposed project.

## **Hazards and Hazardous Materials**

Under the No Project Alternative, the transport, storage, and use of hazardous materials associated with construction of development allowed under existing zoning, and operation of housing, commercial and industrial uses, such as paints and solvents, would be required to comply with existing regulations, similar to the proposed project. Sites containing existing or potential contamination would continue to require remediation and compliance with State and local regulations to allow for development under existing zoning. Impacts related to airport safety hazards and noise would be less than significant with compliance with General Plan goals and policies. As stated in Section 2, *Project Description*, all of the Draft Housing Opportunity Sites are currently zoned for development. As such, implementation of the No Project Alternative which would involve development of sites already zoned for development would not increase the likelihood of wildland fires and impacts would be less than significant. Impacts would be similar to those under the proposed project.

## **Hydrology and Water Quality**

The No Project Alternative would allow development under existing zoning, which could include construction activities that would loosen and expose soils, otherwise increase the potential for soil erosion and sedimentation, and create new or additional impervious surfaces. Due to the fewer development sites allowed under existing zoning, these impacts would be less than those under the proposed project. Similar to the proposed project, development allowed under the No Project Alternative would not substantially decrease groundwater supplies or violate water quality



standards, following compliance with applicable laws and regulations. The smaller total buildout allowed under existing zoning would have fewer impacts on hydrology and water quality than the proposed project. Impacts would be reduced when compared to the proposed project.

## **Land Use and Planning**

Under the No Project Alternative, the Draft Housing Opportunity Sites would retain their existing zoning, allowing future buildout in accordance with that zoning. The No Project Alternative would not alter connectivity with adjacent areas or divide established communities. Future development under existing zoning would be required to comply with regulatory goals and policies, similar to the proposed project, as discussed in Impact LU-2. The No Project Alternative would result in less intensive future development, which would not promote high-density housing opportunities to the extent that the proposed project would in terms of consistency with General Plan goals and policies around encouraging the development of accessible housing. Impacts would be similar to the proposed project.

## **Noise**

Under the No Project Alternative, less intensive impacts associated with temporary construction-related noise would result from grading and construction of development allowed under existing zoning, as less intensive development of the Draft Housing Opportunity Sites would be allowed. Less intensive long-term noise impacts resulting from building operation and fewer vehicle trips would also occur. Individual project mitigation may be required to reduce project-specific noise and vibration impacts in compliance with standard permit conditions. Impacts would be reduced when compared to the proposed project.

## **Population and Housing**

Since development would follow existing zoning, the No Project Alternative would not induce substantial population growth, as the development allowed under existing zoning is already accounted for in regional population and housing projections. As a result, the No Project Alternative would not contribute to unplanned growth and would also not displace people or housing. The No Project Alternative would have no impacts to population and housing, while the proposed project would have less than significant impacts. Impacts under the No Project Alternative would be less than those for the proposed project. However, the No Project Alternative would not provide the benefits associated with the provision of housing that would occur under the proposed project.

## **Public Services and Recreation**

Development allowed by existing zoning would occur under the No Project Alternative, and this alternative would result in a smaller increase to emergency calls to the area, as well as a smaller increase in additional demand for schools, parks, libraries, recreational facilities, or other public services compared to the proposed project as the project would result in a population growth of 5,400 people, 2,850 people less than the proposed project. Impacts under the No Project Alternative would be less than that under the proposed project.

## **Transportation**

Under the No Project Alternative, less intensive temporary construction-related traffic impacts from grading and construction of development allowed under existing zoning would occur. The No Project Alternative would have a smaller increase in transit demand or interference with existing or

planned transit facilities than the proposed project due to the smaller population growth compared to the proposed project. The No Project Alternative would result in a smaller increase in overall VMT due to the reduced number of units which would be built though VMT per capita would increase due to the reduced population growth that would take place. Similar to the proposed project, the No Project Alternative would meet the City's VMT screening criteria and would therefore not result in a substantial increase in VMT. Impacts would be reduced when compared to the proposed project.

### **Utilities and Service Systems**

Development allowed under existing zoning would occur under the No Project Alternative. This would result in an increase in demand for water, wastewater, electricity, natural gas, telecommunications, and solid waste service. This increase in demand would be less than the proposed project due to the reduced development potential allowed under existing zoning; however, the expansion of water, wastewater, electricity, natural gas, and telecommunication infrastructure would still be required for sites where existing utility lines and connections do not already exist or are not large enough to service the Draft Housing Opportunity Sites. Impacts would be reduced when compared to the proposed project.

### **Cumulative Impacts**

Based on the analysis herein, the No Project Alternative would have lesser impacts to aesthetics, air quality, cultural resources, energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, transportation, tribal cultural resources, and utilities and service systems than the proposed project. Impacts to biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and tribal cultural resources would be similar to the proposed project. Because impacts under the No Project Alternative would be less than or similar to the proposed project, and the proposed project's contribution to cumulative impacts analyzed in the General Plan and Specific Plan EIRs for most of these resource areas was determined not to be cumulatively considerable, the No Project Alternative would also not be cumulatively considerable.

## **6.2 Alternative 2: Alternative Candidate Sites**

### **6.2.1 Description**

The "Alternative Candidate Sites" Alternative's characteristics are generally as described for the proposed project in Section 2, *Project Description*. This alternative involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 89 low-and very-low income candidate sites.

Similar to the proposed project, the residential sites inventory identified vacant and under-utilized sites in Huntington Park for Alternative 2. As noted in the Draft Housing Element, the DTSP area is ideal to accommodate high density residential uses. Current development standards make higher density (up to 70 dwelling units per acre) residential infill development feasible and desirable. Further, the concentration of vacant, for lease or sale, unoccupied, and underutilized commercial buildings in this area indicate a high potential for redevelopment. The planned West Santa Ana Branch Light Rail project and the associated Pacific/Randolph station at the north end of the DTSP has the potential to bring economic revitalization and increase residential demand in the area. For

this reason, all sites identified within the DTSP are located within one mile of the planned Pacific/Randolph station.

Similar to the proposed project, Policy 4.6 will require that rezoned Alternative 2 sites will permit multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households.

**Table 6-2 Alternative Candidate Sites**

| Address            | APN          | Existing Use                  |
|--------------------|--------------|-------------------------------|
| 2660 Randolph St.  | 6320-022-007 | Five or more apartments       |
| 2668 Randolph St.  | 6320-022-009 | Three Units (Any Combination) |
| 2664 Randolph St.  | 6320-022-008 | Five or more apartments       |
| 6213 Seville Ave.  | 6320-022-016 | Single                        |
| 6503 Rita Ave.     | 6322-004-021 | Five or more apartments       |
| 6433 Rita Ave.     | 6322-004-019 | Five or more apartments       |
| 2663 Zoe Ave.      | 6322-005-017 | Five or more apartments       |
| 6518 Rita Ave.     | 6322-005-010 | Five or more apartments       |
| 6423 Seville Ave.  | 6322-005-007 | Five or more apartments       |
| 6603 Stafford Ave. | 6322-014-014 | Two Units                     |
| 6606 Templeton St. | 6322-012-003 | Single                        |
| 6618 Templeton St. | 6322-012-005 | Five or more apartments       |
| 6528 Templeton St. | 6322-008-014 | Five or more apartments       |
| 6523 Miles Ave.    | 6322-008-030 | Three Units (Any Combination) |
| 6529 Miles Ave.    | 6322-008-031 | Two Units                     |
| 6532 Stafford Ave. | 6322-007-015 | Single                        |
| 6541 Templeton St. | 6322-007-033 | Two Units                     |
| 6523 Templeton St. | 6322-007-030 | Five or more apartments       |
| 6533 Templeton St. | 6322-007-032 | Five or more apartments       |
| 6528 Stafford Ave. | 6322-007-014 | Two Units                     |
| 6538 Stafford Ave. | 6322-007-016 | Two Units                     |
| 6522 Templeton St. | 6322-008-013 | Single                        |
| 2811 Zoe Ave.      | 6322-008-017 | Single                        |
| 6532 Templeton St. | 6322-008-015 | Five or more apartments       |
| 2817 Zoe Ave.      | 6322-008-033 | Three Units (Any Combination) |
| 6602 Templeton St. | 6322-012-001 | Three Units (Any Combination) |
| 2680 Zoe Ave.      | 6322-015-008 | Five or more apartments       |
| 6612 Templeton St. | 6322-012-004 | Two Units                     |
| 2810 Zoe Ave.      | 6322-012-002 | Single                        |
| 6529 Templeton St. | 6322-007-031 | Four Units (Any Combination)  |
| 6538 Templeton St. | 6322-008-016 | Two Units                     |
| 6535 Miles Ave.    | 6322-008-032 | Three Units (Any Combination) |
| 6537 Stafford Ave. | 6322-006-034 | Three Units (Any Combination) |
| 6533 Stafford Ave. | 6322-006-033 | Three Units (Any Combination) |

City of Huntington Park  
**Housing Element and General Plan Update**

| Address            | APN          | Existing Use                  |
|--------------------|--------------|-------------------------------|
| 6528 Seville Ave.  | 6322-006-015 | Five or more apartments       |
| 6522 Seville Ave.  | 6322-006-014 | Single                        |
| 6615 Templeton St. | 6322-013-021 | Five or more apartments       |
| 6603 Miles Ave.    | 6322-012-018 | Two Units                     |
| 6613 Miles Ave.    | 6322-012-020 | Single                        |
| 6607 Templeton St. | 6322-013-020 | Five or more apartments       |
| 6618 Seville Ave.  | 6322-014-001 | Five or more apartments       |
| 2713 Zoe Ave.      | 6322-006-018 | Single                        |
| 6603 Templeton St. | 6322-013-019 | Single                        |
| 6619 Templeton St. | 6322-013-022 | Four Units (Any Combination)  |
| 6608 Stafford Ave. | 6322-013-002 | Four Units (Any Combination)  |
| 6613 Stafford Ave. | 6322-014-016 | Two Units                     |
| 6609 Miles Ave.    | 6322-012-019 | Single                        |
| 6602 Stafford Ave. | 6322-013-001 | Two Units                     |
| 6619 Miles Ave.    | 6322-012-021 | Five or more apartments       |
| 6612 Stafford Ave. | 6322-013-003 | Five or more apartments       |
| 6618 Stafford Ave. | 6322-013-004 | Three Units (Any Combination) |
| 2776 Zoe Ave.      | 6322-013-018 | Single                        |
| 6529 Stafford Ave. | 6322-006-032 | Five or more apartments       |
| 6810 Rita Ave.     | 6322-016-008 | Four Units (Any Combination)  |
| 6707 Seville Ave.  | 6322-015-017 | Five or more apartments       |
| 6800 Rita Ave.     | 6322-016-007 | Five or more apartments       |
| 6728 Rita Ave.     | 6322-016-004 | Three Units (Any Combination) |
| 6812 Rita Ave.     | 6322-016-020 | Four Units (Any Combination)  |
| 6718 Rita Ave.     | 6322-015-014 | Three Units (Any Combination) |
| 6724 Rita Ave.     | 6322-016-003 | Five or more apartments       |
| 6703 Seville Ave.  | 6322-015-016 | Five or more apartments       |
| 6729 Seville Ave.  | 6322-016-002 | Three Units (Any Combination) |
| 6815 Seville Ave.  | 6322-016-009 | Five or more apartments       |
| 6809 Seville Ave.  | 6322-016-006 | Five or more apartments       |
| 6819 Seville Ave.  | 6322-016-010 | Three Units (Any Combination) |
| 7001 Seville Ave.  | 6322-025-036 | Five or more apartments       |
| 6919 Seville Ave.  | 6322-025-037 | Four Units (Any Combination)  |
| 7013 Seville Ave.  | 6322-025-042 | Four Units (Any Combination)  |
| 7102 Rita Ave.     | 6322-025-011 | Five or more apartments       |
| 7101 Seville Ave.  | 6322-025-029 | Five or more apartments       |
| 7029 Seville Ave.  | 6322-025-030 | Five or more apartments       |
| 7126 Rugby Ave.    | 6322-023-013 | Five or more apartments       |
| 7139 Seville Ave.  | 6322-025-022 | Five or more apartments       |
| 7135 Seville Ave.  | 6322-025-023 | Five or more apartments       |

| Address            | APN          | Existing Use                  |
|--------------------|--------------|-------------------------------|
| 7113 Seville Ave.  | 6322-025-027 | Five or more apartments       |
| 7109 Seville Ave.  | 6322-025-028 | Five or more apartments       |
| 7003 Rita Ave.     | 6322-024-023 | Five or more apartments       |
| 6918 Rugby Ave.    | 6322-023-004 | Three Units (Any Combination) |
| 6804 Rugby Ave.    | 6322-018-008 | Four Units (Any Combination)  |
| 6816 Rugby Ave.    | 6322-018-010 | Five or more apartments       |
| 6814 Rugby Ave.    | 6322-018-009 | Five or more apartments       |
| 6420 Rugby Ave.    | 6322-003-004 | Four Units (Any Combination)  |
| 6123 Seville Ave.  | 6320-022-012 | Three Units (Any Combination) |
| 6433 Seville Ave.  | 6322-005-020 | Two Units                     |
| 6400 Pacific Blvd. | 6322-004-001 | Commercial Retail             |
| 2675 Saturn Ave.   | 6322-016-013 | Office Building               |
| 6717 Pacific Blvd. | 6322-018-029 | Commercial Retail             |
| 6415 Pacific Blvd. | 6322-003-009 | Commercial Retail             |
| 6325 Pacific Blvd. | 6320-031-022 | Commercial Retail             |

For purposes of the environmental analysis, it was assumed that all 89 Draft Housing Opportunity Sites would be developed with strictly residential uses, similar to the proposed project. This assumption was used to develop an alternative that would reduce or avoid environmental impacts, particularly those related to VMT, to the extent feasible.

Alternative 2 would result in approximately 1,958 new dwelling units and approximately 6,070 new residents. This would equate to approximately 710 less units and approximately 2,180 less new residents than the proposed project. Like the proposed project, this Alternative also proposes various confirming amendments to the Zoning Code, General Plan, and related Specific Plans, and ancillary amendments to other planning documents, as necessary for clarification. This alternative would meet or exceed four of the six project objectives. In particular, this alternative does not create a framework for accommodating approximately 2,500 new housing units, with a reasonable buffer of at least 14 percent above RHNA for lower- and moderate-income units.

## 6.2.2 Impact Analysis

### Aesthetics

For purposes of the analysis, it was assumed that the development facilitated by Alternative 2 would involve 710 fewer dwelling units and fewer gross acres due to a limited number of sites, as compared to the proposed project. Thus, potential aesthetic impacts concerning plan consistency, public views, visual character, and scenic resources would generally be similar to the proposed project and less in some instances.

The Alternative Candidate Sites do not offer notable scenic vistas and are not within the view of a State scenic highway, as described under Impact AES-1. Similar to the proposed project, mitigation may be applied to individual projects to reduce visual impact during the project design review process. Development allowed under Alternative 2 would also increase lighting and glare on some of the Alternative Candidate Sites, but fewer than under the proposed project. Similarly, compliance with City General Plan goals and policies and the design development standards required through

the design review process and building permit applications would still be required. Thus, impacts would be reduced when compared to the proposed project.

### **Air Quality**

Alternative 2 would generate less pollutant emissions than the proposed project, given this Alternative would involve approximately fewer residential development. However, the Alternative Candidate Sites Alternative would not avoid the project's significant and unavoidable short-term, long-term, localized pollutant concentrations, and cumulative impacts to air quality, since it would involve only slightly less development that would generate pollutant emissions that would still exceed impact thresholds. Thus, the Alternative Candidate Sites Alternative would be considered environmentally superior to the proposed project concerning air quality.

### **Biological Resources**

Although Alternative 2 would involve less development area than the proposed project, it would result in comparable impacts to biological resources, including special status plant and wildlife species and riparian habitat and other sensitive natural communities. Like the proposed project, this Alternative's potential impacts to biological resources would be reduced to less than significant following compliance with the existing regulatory framework and recommended mitigation measures. Given some impacts would be avoided while others would be introduced, this Alternative would result in similar impacts as the proposed project concerning biological resources. Thus, Alternative 2 would be considered neither environmentally superior nor inferior to the proposed project concerning biological resources. Impacts would be similar to the proposed project.

### **Cultural and Tribal Cultural Resources**

The development facilitated by Alternative 2 would be residential in nature, but the required area of ground disturbance would be similar in nature as under the proposed project. However, as excavation and ground disturbance would already be needed under the proposed project, impacts would be similar to those under the proposed project. Specifically, this Alternative would involve comparable impacts to cultural and tribal cultural resources following compliance with the established regulatory framework, recommended mitigation measures, and site-specific mitigation measures. In particular, If historical resources are identified within the area of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated in a manner consistent with Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Therefore, impacts to historic resources, archaeological resources, tribal cultural resources, and human remains would be less than significant. Overall, impacts would be similar to the proposed project.

### **Energy**

The development facilitated by Alternative 2 would be less than the proposed project, given the sole number of dwelling units proposed, which would lower per-capita VMT compared to the proposed project. Similar to the proposed project, development facilitated by Alternative 2 would be required to comply with the 2022 California Building Energy Efficiency Standards for Residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions, which require certain energy-efficient development features. In addition, Alternative 2 would have a lower overall

amount of VMT than the proposed project due to the decreased number of people who would reside in development built under Alternative 2. The operational energy use associated with the electricity consumption would also be decreased when compared to that under the proposed project. Therefore, the project under Alternative 2 would result in a more efficient use of energy than under the proposed project and would have a less than significant impact.

## **Geology and Soils**

Following compliance with the established regulatory framework and recommended mitigation measures, the proposed project would result in less than significant impacts concerning the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure, and landslides, soil erosion, unstable geologic units, and expansive soils.

This Alternative would decrease the number of people and structures potentially exposed to seismic and geological hazards, given that slightly less residential development would occur. However, because this Alternative would involve only a slightly smaller development footprint, like the Project, this Alternative would result in less than significant impacts concerning geology and soils, following compliance with the established regulatory framework and recommended mitigation measures. As with the proposed project, impacts involving geology and soils under this Alternative would be less than significant following compliance with the established regulatory framework and recommended mitigation. Therefore, this Alternative would be considered neither environmentally superior nor inferior to the proposed project concerning geology and soils.

## **Greenhouse Gas Emissions**

Under Alternative 2, a decreased amount of development would occur when compared to the proposed project. Alternative 2 would have a lower operational VMT per capita compared to the proposed project, due to the overall reduction in Alternative 2 traffic. Therefore, Alternative 2 would result in decreased overall operational GHG emissions compared to the proposed project and would have less overall GHG impacts as a result. In addition, GHG emissions per capita would also decrease as residents would be in proximity to commercial uses and transit which would reduce VMT per capita. Finally, development under Alternative 2 would have the same or increased compatibility with the Scoping Plan and City General Plan detailed in Section 4.7, *Greenhouse Gas Emissions*, as development under Alternative 2 would reduce VMT per capita; facilitate economic expansion; and encourage higher density, transit-oriented development. Impacts would be reduced when compared to the proposed project and would remain less than significant.

## **Hazards and Hazardous Materials**

Alternative 2 would result in less development than the Project, which would decrease the likelihood that this development would occur within 0.25 mile of a school that could result in the release of hazardous materials. Nonetheless, just as with the Project, compliance with regional and federal regulations and compliance with the Safety Element policies would minimize the risk of releases and exposure to these materials. Impacts would remain less than significant.

As discussed in Section 4.8, *Hazards and Hazardous Materials*, there are multiple locations within the City that are designated as hazardous materials sites. It is likely that development would occur on one of these sites due to the amount of development that would occur under this alternative. Sites containing existing or potential contamination would continue to require remediation and compliance with State and local regulations to allow for development under existing zoning. Impacts

related to airport safety hazards and noise would be less than significant with compliance with General Plan goals and policies. Additionally, the impacts would be more severe due to the increased likelihood of development although the impact would remain less than significant.

## **Hydrology and Water Quality**

As concluded, the proposed project would result in less than significant impacts concerning water quality, groundwater supplies, alterations to drainage patterns, contributions to runoff water, and dam inundation, following compliance with the established regulatory framework. Impacts related to hydrology and water quality under this Alternative would be comparable to the proposed project. Future development under both the proposed project and the Alternative Candidate Sites Alternative would be subject to Federal, State, and local regulations aimed at controlling hydrology and water quality related impacts. Therefore, this Alternative would be considered neither environmentally superior nor inferior to the proposed project concerning hydrology and water quality.

## **Land Use and Planning**

Similar to the project, Alternative 2 would not alter connectivity with adjacent areas or divide established communities, as it would encourage infill development within designated urban service areas. Under Alternative 2, development would be consistent with the General Plan goals and policies identified in Section 4.10, *Land Use and Planning*, as development under Alternative 2 would encourage housing development, development of infill sites, and mixed-use development. Alternative 2 would not introduce new land uses and would be consistent with local and regional plans to intensify residential development near transit. As such, Alternative 2 would have a less than significant impact, similar to the project.

## **Noise**

As concluded in Section 4.11, *Noise*, following compliance with the established regulatory framework, the proposed project would result in less than significant impacts concerning permanent increases in ambient traffic noise levels and exposure of persons noise levels exceeding City standards. However, significant and unavoidable impacts are expected to occur with regard to construction noise, even with mitigation. Nonetheless, Alternative 2 would generate slightly less operational noise than the proposed project, given this Alternative would involve less residential development.

Overall, the noise-related impacts associated with this Alternative would be less than the proposed Project's, given less residential development is expected to occur. Long-term operational impacts from roadway vehicle noise would be less than the project due to the increase in mode split and decrease in VMT per capita. With that said, it is also expected that short term significant construction impacts would occur under Alternative 2, similar to the impacts identified for the proposed project.

Impacts related noise would be similar to the project and would remain less than significant related to operations and significant and unavoidable with regard to construction. Thus, the Alternative Candidate Sites Alternative would be considered environmentally superior to the proposed project concerning noise, since the overall amount of noise produced has the potential to be lower than the proposed project.



## Population and Housing

As concluded in Section 4.12, *Population and Housing*, the project's impacts concerning its potential to concentrate population growth and displace housing/people would be less than significant. Under this Alternative, existing housing/people would be similarly displaced, as with the proposed Project, although to a slightly lesser degree than the project. However, as with the Project, impacts under this Alternative would be a less than significant impact.

Although population growth would occur under this Alternative as with the proposed project, the degree of growth would be less. With this Alternative, the forecast population growth would be approximately 6,070 persons, or approximately 2,180 persons less population growth than the proposed project. Both the proposed project and this Alternative would be required to adhere to City policies and standards, and provide required development impact fees, to assure that the City can support the population growth.

Although, impacts concerning displacement of people/housing from Alternative 2 would be slightly fewer than the proposed project, this Alternative's forecast population growth would be less than with the proposed Project. Thus, Alternative 2 would be considered environmentally superior to the proposed project concerning population and housing.

## Public Services and Recreation

Buildout under Alternative 2 would be similar to the project and would result in an increase of service ratios for police or fire stations in that area and increased use of school, library, and park and recreation facilities. However, similar to the project, these impacts would be mitigated by 2045 General Plan policies and payment of required development impact fees at the time of development of individual projects. Therefore, Alternative 2 would result in a less than significant impact, similar to the project.

## Transportation

Alternative 2 would generate less traffic than the proposed project, given less development would occur. It is anticipated this Alternative would result in similar impacts to roadway segments, freeway segments, intersections, ramp intersections, and ramp metering, as the proposed project. Thus, Alternative 2 would be considered environmentally superior to the proposed Project concerning transportation and traffic, since less population and dwelling units would be added to the area.

## Utilities and Service Systems

The residential development and forecast population growth under the "Alternative Candidate Sites" Alternative would be slightly less than the proposed Project. Thus, this Alternative would generate less demand for utilities and service systems than the proposed Project. Site-specific development accommodated under the "Alternative Candidate Sites" Alternative would involve comparable, however less, impacts to utilities and service systems as the proposed project, following compliance with the established regulatory framework. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning utilities and service systems.

## **Cumulative Impacts**

Based on the analysis herein, Alternative 2 would have much fewer impacts to aesthetics, air quality, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, and utilities and service systems than the proposed project. Impacts to biological resources, cultural resources, geology and soils, land use and planning, transportation, and tribal cultural resources would be similar to or less than the proposed project. The proposed project was determined to have a cumulatively considerable contribution to cumulative impacts as discussed in Section 4, *Environmental Impact Analysis*. Because noise impacts under Alternative 2 would be similar to the proposed project or incrementally greater and significant and unavoidable in terms of construction noise impacts, the impact under Alternative 2 was determined to not be cumulatively considerable.

## **6.3 Alternatives Considered but Rejected**

The following summarizes those alternatives considered, but ultimately rejected for inclusion in the analysis as they would not meet most of the project objectives, would not substantially reduce impacts compared to the proposed project, or were determined to be infeasible.

1. The City considered a mixed-use alternative that would allow for retail to be included as allowable uses of the ground floor of the Draft Housing Opportunity Sites. This alternative would involve amending the zoning code to allow for mixed-use development to occur in the Downtown Specific Plan Area. This alternative assumes that approximately one quarter of the development proposed under the project would be mixed-use. This pattern of development would encourage locally serving retail uses along with residences at the Draft Housing Opportunity Sites, which would reduce the VMT for residents of those sites and surrounding areas because they would live close to some commercial uses. The commercial component of this alternative would allow for commercial uses on the ground floor with up to five stories of residential uses above. The building envelopes under this alternative would be identical to those under the proposed project, as the reduction in residential square footage would be offset by the increase in commercial square footage. This alternative would provide housing development opportunities, and encourage the development of additional high-density housing, although to a lesser extent than the proposed project. However, this alternative would not meet all of the project objectives because it would not include enough units to ensure ongoing compliance with the No Net Loss provisions of State housing law.
2. The City considered an alternative that would require an updating to the zoning code to include requiring noise barriers to reduce construction noise for development on any Draft Housing Opportunity Site. Noise barriers would reduce on-site noise by about 10 to 20 dBA depending on construction materials and barrier height, since noise barriers are traditionally constructed of material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch-oriented strand board, or hay bales. This alternative, which would require noise barriers that would reduce construction noise, could reduce the significant construction noise impact, but would not reduce the significant and unavoidable operational noise impact. This alternative would meet project objectives to provide housing, but fewer housing units would likely be built, because development on certain sites would be infeasible due to construction cost constraints.

## 6.4 Environmentally Superior Alternative

CEQA requires identification of the environmentally superior alternative among the alternatives to the proposed project. The environmentally superior alternative must be an alternative that reduces some of the project's environmental impacts, regardless of the financial costs associated.

Identification of the environmentally superior alternative is an informational procedure and the alternative identified as the environmentally superior alternative may not be that which best meets the goals or needs of the proposed project. Table 6-3 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied.

Based on the analysis of alternatives in this section, the No Project Alternative is the environmentally superior alternative as it would either avoid or lessen the severity of most impacts of the proposed project. Because the No Project Alternative would not generate new population within the City above existing buildout projections, impacts to population and housing, public services and recreation, and utilities and service systems would be eliminated. In addition, significant but mitigable impacts related to aesthetics, air quality, and noise would be reduced compared to the proposed project. However, this alternative would not meet the project objectives, as it would not increase the opportunities or encourage the development of housing in the City.

If the No Project Alternative is determined to avoid or reduce more impacts than any other alternative, CEQA requires that the EIR identify an environmentally superior alternative among the other alternatives (*CEQA Guidelines* Section 15126.6[e]). Of the other alternatives evaluated in this EIR, the proposed project would be the environmentally superior alternative.

The proposed project is the environmentally superior alternative as it would either avoid or lessen the severity of most impacts of the proposed project. The proposed project would meet all four of the project objectives identified in Section 2, *Project Description*, as it would provide a framework for accommodating a total of 2,668 units at all levels of affordability within access to transit, Downtown jobs, services, and open spaces; plan for a buffer of units to ensure ongoing compliance with the No Net Loss provision of State housing law.

**Table 6-3 Impact Comparison of Alternatives**

| Issue                                  | Proposed Project<br>Impact<br>Classification | Alternative 1:<br>No Project | Alternative 2:<br>Alternative Candidate<br>Sites |
|----------------------------------------|----------------------------------------------|------------------------------|--------------------------------------------------|
| Aesthetics                             | LTS                                          | +                            | =                                                |
| Air Quality                            | LTS                                          | +                            | +                                                |
| Biological Resources                   | LTS                                          | =                            | =                                                |
| Cultural and Tribal Cultural Resources | LTS                                          | =                            | =                                                |
| Energy                                 | LTS                                          | +                            | +                                                |
| Geology and Soils                      | LTS                                          | =                            | =                                                |
| Greenhouse Gas Emissions               | LTS                                          | +                            | +                                                |
| Hazards and Hazardous Materials        | LTS                                          | =                            | =                                                |
| Hydrology and Water Quality            | LTS                                          | +                            | =                                                |
| Land Use and Planning                  | LTS                                          | =                            | -                                                |
| Noise                                  | SU                                           | +                            | +                                                |

City of Huntington Park  
**Housing Element and General Plan Update**

| Issue                                                                                                                                                                                                                                                                                                              | Proposed Project<br>Impact<br>Classification | Alternative 1:<br>No Project | Alternative 2:<br>Alternative Candidate<br>Sites |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------|--------------------------------------------------|
| Population and Housing                                                                                                                                                                                                                                                                                             | LTS                                          | +                            | =                                                |
| Public Services and Recreation                                                                                                                                                                                                                                                                                     | LTS                                          | +                            | -                                                |
| Transportation                                                                                                                                                                                                                                                                                                     | LTSM                                         | +                            | +                                                |
| Utilities and Service Systems                                                                                                                                                                                                                                                                                      | LTS                                          | +                            | =                                                |
| NI = No Impact; LTS = Less than Significant; LTSM = Less than Significant with Mitigation; SU = Significant and Unavoidable<br>+ Superior to the proposed project (reduced level of impact)<br>- Inferior to the proposed project (increased level of impact)<br>= Similar level of impact to the proposed project |                                              |                              |                                                  |

The No Project Alternative would generally result in similar or decreased environmental impacts compared to the proposed project. By reducing the number of Draft Housing Opportunity Sites, this alternative would reduce impacts related to aesthetics, air quality, biological resources, energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, transportation, and utilities and service systems. The No Project Alternative would have similar impact levels to the proposed project related to cultural resources, geology and soils, hazards and hazardous materials, land use and planning, tribal cultural resources, and wildfire impacts. However, this alternative would not meet the project objectives, as it would not increase the opportunities or encourage the development of housing in the City of Huntington Park.

Alternative 2 would generally result in similar or incrementally decreased environmental impacts compared to the proposed project. By allowing for less residential uses, this alternative would reduce VMT per capita.

## 7 References

---

### 7.1 Bibliography

#### Project Description

Southern California Association of Governments (SCAG). 2020. Current Context Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf) Accessed August 2022.

#### Environmental Setting

California Department of Finance (DOF). 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Census Benchmark. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/> Accessed April 2023.

Southern California Association of Governments (SCAG). 2020. Current Context Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf) Accessed August 2022.

#### Aesthetics

California Department of Transportation (Caltrans). 2019. List of eligible and officially designated State Scenic Highways. [https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019_a11y.xlsx) Accessed November 2022.

Huntington Park, City of. 1991. City of Huntington Park General Plan. <https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

2008. Downtown Huntington Park Specific Plan. <http://www.hpca.gov/DocumentCenter/View/320/HP-Downtown-Specific-Plan?bidId=> Accessed November 2022.

. 2010. Historic Preservation Design Review Guidelines. [https://www.laconservancy.org/sites/default/files/community\\_documents/Huntington%20Park%20Design%20Guidelines%2C%202010.pdf](https://www.laconservancy.org/sites/default/files/community_documents/Huntington%20Park%20Design%20Guidelines%2C%202010.pdf) Accessed November 2022.

#### Cultural and Tribal Cultural Resources

Arnold, Jeanne E. 1995. Transportation Innovation and Social Complexity among Maritime Hunter-Gatherer Societies. *American Anthropologist* 97(4):733-747.

Baker, Bob. 1991. "Los Angeles's Booming Auto Industry Now a Memory," *Los Angeles Times*, 20 July 1991. Accessed online at [http://articles.latimes.com/1991-07-20/news/mn-2136\\_1\\_auto-plant](http://articles.latimes.com/1991-07-20/news/mn-2136_1_auto-plant), August 2, 2018.

- Bancroft, Hubert How. 1885. *History of California, Volume III: 1825-1840*. San Francisco, California: A.L. Bancroft & Co.
- Bean, Walton. 1968. *California: An Interpretive History*. New York: McGraw Hill.
- Bean, Lowell John and Charles R. Smith. 1978. "Gabrielino." in *California*, edited by Robert F. Heizer, pp. 538–549. *Handbook of North American Indians*, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.
- Dumke, Glenn S. 1994. "The Boom of the 1880s in Southern California." *Southern California Quarterly* 76(1):99-114.
- Erlandson, Jon M. 1991. Early Maritime Adaptations on the Northern Channel Islands in *Hunter-Gatherers of Early Holocene Coastal California. Volume 1: Perspectives in California Archaeology*. J. M. Erlandson and R. Colten, eds. Pp. 101-111. Los Angeles, California: Costen Institute of Archaeology Press.
1994. *Early Hunter-Gatherers of the California Coast*. New York, New York: Plenum Press.
- Erlandson, Jon M., Theodore Cooley, and Richard Carrico. 1987. A Fluted Projectile Point Fragment from the Southern California Coast: Chronology and Context at CA-SBA-1951. *Journal of California and Great Basin Anthropology* 9:120–128.
- Erlandson, Jon M., Torben C. Rick, Terry L. Jones, and Judith F. Porcasi. 2007. One If by Land, Two If by Sea: Who Were the First Californians? in *California Prehistory: Colonization, Culture, and Complexity*. Terry L. Jones and Kathryn A. Klar, eds. Pp. 53-62. Lanham, Maryland: AltaMira Press.
- Fogelson, Robert M. [1967] 1993. *The Fragmented Metropolis: Los Angeles, 1850–1930*. Cambridge, MA: Harvard University Press.
- Glassow, Michael A., Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell. 2007. Prehistory of the Northern California Bight and the Adjacent Transverse Ranges in *California Prehistory: Colonization, Culture, and Complexity*. Terry L. Jones and Kathryn A. Klar, eds. Pp. 191-213. Lanham, Maryland: AltaMira Press.
- Gumprecht, Blake. 1999. *The Los Angeles River: Its Life, Death, and Possible Rebirth*. Baltimore, Maryland: Johns Hopkins University Press.
- Guteirrez, Ramon and Richard J. Orsi. 1998. *Contested Eden: California Before the Gold Rush*. Berkeley, CA: University of California Press.
- Harrington, John P. 1942. "Cultural Element Distributions: XIX Central California Coast." *University of California Anthropological Records* 7(1): 1–46.
- Huckell, Bruce B. 1996. The Archaic Prehistory of the North American Southwest. *Journal of World Prehistory* 10(3):305-373.
- Huntington Park, City of. 1991. City of Huntington Park General Plan.  
<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).
2022. "History of Huntington Park". Accessed June 1, 2017 at  
<http://www.hpca.gov/99/History>

- Johnson, J.R., T.W. Stafford, Jr., H.O. Ajie, and D.P. Morris. 2002. Arlington Springs Revisited in Proceedings of the Fifth California Islands Symposium. D. Browne, K. Mitchell, and H. Chaney, eds. Pp. 541–545. Santa Barbara, California: USDI Minerals Management Service and the Santa Barbara Museum of Natural History.
- Jones, Terry L. and Georgie Waugh. 1997. Climatic Consequences or Population Pragmatism?: A Middle Holocene Prehistory of the Central California Coast. In *Archaeology of the California Coast during the Middle Holocene*. Perspectives in California Archaeology, Vol. 4, edited by J.M. Erlandson and M.A. Glassow, pp. 111-128. Costen Institute of Archaeology, University of California, Los Angeles.
- Jones, Terry L., and Jennifer A. Ferneau. 2002. Deintensification along the Central California Coast in Catalysts to Complexity, Late Holocene Societies of the California Coast. Volume 6: Perspectives in California Archaeology. Jon M. Erlandson and Terry L. Jones, eds. Pp. 205-232. Los Angeles, California: Costen Institute of Archaeology, University of California, Los Angeles.
- Jones, Terry L. and Kathryn A. Klar. 2005. Diffusionism Reconsidered: Linguistic and Archaeological Evidence for Prehistoric Polynesian Contact with Southern California. *American Antiquity*. 70(3):457-484.
2007. California Prehistory: Colonization, Culture, and Complexity. Berkeley, California: AltaMira Press.
- Jones, Terry L., Nathan E. Stevens, Deborah A. Jones, Richard T. Fitzgerald, and Mark G. Hylkema. 2007. The Central Coast: A Midlatitude Milieu in *California Prehistory: Colonization, Culture, and Complexity*. Terry L. Jones and Kathryn A. Klar, eds. Pp. 125–146. Lanham, Maryland: AltaMira Press.
- Justice, Noel D. 2002. *Stone Age Spear and Arrow Points of California and the Great Basin*. Bloomington, Indiana: Indiana University Press.
- King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts Used in Social System Maintenance in the Santa Barbara Channel Region Before A.D. 1804 in *The Evolution of North American Indians*. David Hurst Thomas, ed. New York, New York: Garland Publishing.
2011. "Overview of the History of American Indians in the Santa Monica Mountains." Topanga Anthropological Consultants. Prepared for the National Park Service Pacific West Region. Topanga, California.
- Kinsey, James. M. 2007. *Images of America: Huntington Park*. Arcadia Publishing, Charleston, South Carolina.
- Kroeber, Alfred J. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78. Originally published 1925, Smithsonian Printing Office, Washington, D.C. Unabridged reprint 1976, Dover Publications, Inc. New York.
- Kyle, Douglas E. 2002. *Historic Spots in California*. Stanford, California: Stanford University Press.
- Livingston, M.M. 1914. *The Earliest Spanish Land Grants in California*. Annual Publication of the Historical Society of Southern California 9(3):195-199.
- McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum/Ballena Press Cooperative Publication, Banning or Novato, California.

- McIntosh, Katie. 2020. "The Untold Story of California Missions," *Confluence* [web site]. November 6, 2020. <https://confluence.gallatin.nyu.edu/sections/research/the-untold-story-of-california-missions> (accessed October 2022).
- McLaren, Duncan, Daryl Fedje, Quentin Mackie, Loren Davis, Jon Erlandson, Alisha Gauvreau, and Colton Vogelaar. 2019. Late Pleistocene Archaeological Discovery Models on the Pacific Coast of North America. *PaleoAmerica* 6(1):43-63.
- Mithun, Marianne. 2001. *The Languages of Native North America*. Reprinted. Cambridge University Press, Cambridge, Massachusetts. Originally published 1999, Cambridge University Press, Cambridge, Massachusetts.
- Moratto, Michael. 1984. *California Archaeology*. Orlando, Florida: Academic Press, Inc.
- National Park Service (NPS). 1983. Archaeology and History: The Secretary of the Interior's Standards and Guidelines [as Amended and Annotated].
1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: National Park Service.
- Nicolaides, Becky. 1999. "Where the Working Man Is Welcomed: Working-Class Suburbs in Los Angeles, 1900-1940." *Pacific Historical Review* 68, no. 4 (November): 517-559.
- O'Neil, Stephen. 2002. "The Acjachemen in the Franciscan Mission System: Demographic Collapse and Social Change." Master's thesis, Department of Anthropology, California State University, Fullerton.
- Rolle, Andrew. 2003. *California: A History*. Sixth ed. Wheeling, IL: Harlan Davidson, Inc.
- Treganza, Adan E. and Agnes Bierman. 1958. The Topanga Culture: Final Report on Excavations, 1948. University of California Anthropological Records 20(2):45-86.
- United States Census Bureau. 2022. "QuickFacts: Huntington Park city, California." United States Census bureau web site. <https://www.census.gov/quickfacts/fact/table/huntingtonparkcitycalifornia,orlandcitycalifornia/BZA115220> (accessed October 2022).
- Viehe, Frank W. 1991. "The Social-Spatial Distribution in the Black Gold Suburbs of Los Angeles, 1900-1930," *Southern California Quarterly* 73, no. 1 (Spring), 33-54.
- Villa, Sam. 2017. "Tongva People: Introduction." [Tongvapeople.org](http://Tongvapeople.org). Electronic document. Accessed October 22, 2021.
- Wallace, William J. 1955. A Suggested Chronology for Southern California Coastal Archaeology. *Southwestern Journal of Anthropology* 11(3):214-230.
1978. Post-Pleistocene Archaeology, 9000 to 2000 B.C. In *California*. Volume 8: Handbook of North American Indians. Robert F. Heizer, ed. and William C. Sturtevant, general ed. Pp. 25-36. Washington, D.C.: Smithsonian Institution Scholarly Press.
- Warren, Claude N. 1968. Cultural Tradition and Ecological Adaptation on the Southern California Coast in *Archaic Prehistory in the Western United States*. C. Irwin-Williams, ed. Eastern New Mexico University Contributions in Anthropology 1(3):1-14.
- Waugh, John C. 2003. *On the Brink of Civil War: The Compromise of 1850 and How it Changed the Course of American History*. Wilmington, Delaware: Scholarly Resources Inc.



Welch, Rosanne. 2006. "A Brief History of the Tongva Tribe: The Native Inhabitants of the Lands of Puente Hills Preserve." Department of History, Claremont Graduate University, Claremont, California.

## Geology and Soils

California Department of Conservation (DOC). 1998. Seismic Hazard Zone Report for the South Gate 7.5-Minute Quadrangle, Los Angeles County, California.

. 2022a. Compilation of Quaternary Surficial Deposits.

<https://maps.conservation.ca.gov/cgs/qsd/> Accessed December 2022.

. 2022b. Earthquake Zone App.

<https://maps.conservation.ca.gov/geologichazards/DataViewer/index.html> Accessed December 2022.

. 2022c. Earthquake Zones of Required Investigation.

<https://maps.conservation.ca.gov/cgs/EQZApp/App/> Accessed December 2022.

. 2022d. Landslide Inventory. <https://maps.conservation.ca.gov/cgs/lsi/> Accessed December 2022.

California Geological Survey (CGS). 2002. California Geomorphic Provinces, Note 36.

Huntington Park, City of. 1991. City of Huntington Park General Plan.

<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

Jefferson, G.T. 2010. A catalogue of late Quaternary vertebrates from California. Natural History Museum of Los Angeles County Technical Report 7, p. 5-172.

Paleobiology Database. 2023. Online fossil locality database. Available online:

<https://www.paleobiodb.org/#/>. Accessed April 2023.

Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.

[https://vertpaleo.org/wpcontent/uploads/2021/01/SVP\\_Impact\\_Mitigation\\_Guidelines.pdf](https://vertpaleo.org/wpcontent/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf) Accessed September 2022.

University of California Museum of Paleontology (UCMP). 2023. UCMP online database specimen search portal. <https://ucmpdb.berkeley.edu/> Accessed April 2023.

Yerkes, R. F., T. H. McCulloh, J. E. Schoellhamer, and J. G. Vedder. 1965. Geology of the Los Angeles Basin California- an Introduction.

## Hazards and Hazardous Materials

California Department of Toxic Substances Control (DTSC). 2022. EnviroStor Database.

<https://www.envirostor.dtsc.ca.gov/public/> (accessed September 2022).

Huntington Park, City of. 1991. City of Huntington Park General Plan.

<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

State Water Resources Control Board (SWRCB). 2022. GeoTracker Database.

<https://geotracker.waterboards.ca.gov/> (accessed September 2022).

Los Angeles County. 2009. Airport Land Use Commission (ALUC).  
<https://planning.lacounty.gov/aluc/airports>. Accessed September 2022.

United States Environmental Protection Agency (U.S. EPA). 2023a. Learn About Asbestos.  
<https://www.epa.gov/asbestos/learn-about-asbestos#:~:text=into%20the%20air,-,Health%20Effects%20From%20Exposure%20to%20Asbestos,of%20developing%20harmful%20health%20effects>. (accessed April 2023).

2023b. Learn About Lead. <https://www.epa.gov/lead/learn-about-lead#:~:text=Adults%20exposed%20to%20lead%20can,in%20both%20men%20and%20women>. (accessed April 2023).

2023c. Overview of the Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP). <https://www.epa.gov/asbestos/overview-asbestos-national-emission-standards-hazardous-air-pollutants-neshap> (accessed April 2023).

## **Hydrology and Water Quality**

California Department of Water Resources (CDWR). 2015. California's Groundwater Update 2013, South Coast Hydrologic Region. [https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/Statewide-Reports/GWU2013\\_Ch6\\_SouthCoast\\_Final.pdf](https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/Statewide-Reports/GWU2013_Ch6_SouthCoast_Final.pdf) Accessed October 2022.

California Water Board. 2014. Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties.  
[https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/basin\\_plan\\_documentation.html](https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html) Accessed November 2022.

CWE. 2015. Los Angeles River Upper Reach 2 Watershed Management Area (LAR UR2 WMA), Watershed Management Program (WMP) Plan.  
[https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/watershed\\_management/los\\_angeles/upper\\_reach2/Upper\\_LA\\_River\\_R2\\_FinalWMP.pdf](https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/los_angeles/upper_reach2/Upper_LA_River_R2_FinalWMP.pdf) Accessed November 2022.

Huntington Park, City of. 1991. City of Huntington Park General Plan.  
<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

2021. 2020 Urban Water Management Plan.  
<https://www.hpca.gov/DocumentCenter/View/9067/Final-Draft-2020-Urban-Watershed-Management-Plan> Accessed October 2022.

Water Replenishment District of Southern California (WRD). 2022. Regional Groundwater Monitoring Report Water Year 2020-2021— Central and West Coast Basins, Los Angeles County, California.  
<https://www.wrd.org/files/688e7df1a/Regional+Groundwater+Monitoring+Report+2020-2021.pdf> Accessed November 2022.

## **Population and Housing**

California Department of Finance (DOF). 2021. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Census Benchmark.

[https://dof.ca.gov/wp-content/uploads/Forecasting/Demographics/Documents/E-5\\_2010-2020InternetVersion.xlsx](https://dof.ca.gov/wp-content/uploads/Forecasting/Demographics/Documents/E-5_2010-2020InternetVersion.xlsx) Accessed October 2022.

Huntington Park, City of. 1991. City of Huntington Park General Plan.  
<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

Southern California Association of Governments (SCAG). 2020. Current Context Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf) Accessed August 2022.

## **Public Services and Recreation**

Huntington Park, City of. 1991. City of Huntington Park General Plan.  
<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

Los Angeles County Fire Department (LACoFD). 2021. Los Angeles County Fire Department Overview Booklet. [https://fire.lacounty.gov/wp-content/uploads/2021/09/Department-Overview-Booklet\\_single-pages\\_9.09.21-A.pdf](https://fire.lacounty.gov/wp-content/uploads/2021/09/Department-Overview-Booklet_single-pages_9.09.21-A.pdf) Accessed November 2022.

Los Angeles Unified School District (LAUSD). 2022. 2022 Developer Fee Justification Study. [https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/2022 Developer Fee Justification Study for Los Angeles Unified School District.pdf](https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/2022_Developer_Fee_Justification_Study_for_Los_Angeles_Unified_School_District.pdf) Accessed October 2022.

National Center for Education Statistics (NCES). 2022. CCD Public School Data 2021-2022 School Year.  
[https://nces.ed.gov/ccd/schoolsearch/school\\_list.asp?Search=1&City=Huntington+Park&SchoolType=1&SchoolType=2&SchoolType=3&SchoolType=4&SpecificSchlTypes=all&IncGrade=-1&LoGrade=-1&HiGrade=-1&SchoolPageNum=1](https://nces.ed.gov/ccd/schoolsearch/school_list.asp?Search=1&City=Huntington+Park&SchoolType=1&SchoolType=2&SchoolType=3&SchoolType=4&SpecificSchlTypes=all&IncGrade=-1&LoGrade=-1&HiGrade=-1&SchoolPageNum=1) Accessed March 2023.

Quintero, Lemessis. 2022. Associate Planner. Personal communication via email regarding park acreage in Huntington Park with Nina Belluci, Senior Planner, Rincon Consultants, Inc. December 20, 2022.

## **Transportation**

Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation impacts in CEQA. April 2018. [https://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

## **Utilities and Service Systems**

California Department of Resources Recycling and Recovery (CalRecycle). 2020. Jurisdiction Diversion/Disposal Rate Detail– Huntington Park.  
<https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/slcp/capacityplanning/recycling/JurisdictionDiversionDetail?year=2020&jurisdictionID=206> Accessed November 2022.

Huntington Park, City of. 1991. City of Huntington Park General Plan.  
<https://www.hpca.gov/DocumentCenter/View/407/HP-General-Plan?bidId=> (accessed April 2023).

2021. 2020 Urban Water Management Plan.

<https://www.hpca.gov/DocumentCenter/View/9067/Final-Draft-2020-Urban-Watershed-Management-Plan> Accessed October 2022.

Los Angeles County Sanitation Districts (LACSD). 2022. Joint Water Pollution Control Plant, Plant Performance. <https://www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/plant-performance> Accessed November 2022.

### **Effects Found Not to be Significant**

California Department of Conservation (CDOC). 2016. California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/> Accessed November 2022.

## **7.2 List of Preparers**

This EA was prepared by the City of Huntington Park, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EA are listed below.

### **RINCON CONSULTANTS, INC.**

Kimiko Lizardi, Principal

Ryan Luckert, Supervising Planner

Bill Vosti, Senior Planner

Lillie Colville, Environmental Planner

Mabel Chan, Environmental Planner