GENERAL PLAN AMENDMENT 2018-01/
ZONING CODE AMENDMENT 2018-01

Initial Study

Prepared by:

City of Lynwood
Department of Community Development
11330 Bullis Road
Lynwood, CA 90262
Albert Armijo, Senior Planner

August 28, 2018
<table>
<thead>
<tr>
<th><strong>INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FOR MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Title:</strong> General Plan Amendment 2018-01/Zoning Code Amendment 2018-01</td>
</tr>
<tr>
<td><strong>Project Location:</strong> 12001, 12007, 12011, 12015, 12017, 12025, 12031, 12033, and 12035 South Atlantic Avenue and 4347 Lavinia Avenue, City of Lynwood, Los Angeles County</td>
</tr>
<tr>
<td><strong>Project Description:</strong> The City of Lynwood City Council is adopting a Resolution for a General Plan Amendment and a Zoning Code Amendment that would enable development of 67 multi-family (apartment) residential units on a ~38,332.8 square foot property. Sixty-six of the units will be affordable to low-income and moderate-income households; one unit will be designated for the apartment complex manager.</td>
</tr>
<tr>
<td><strong>Project Applicant:</strong> City of Lynwood</td>
</tr>
<tr>
<td><strong>Property Owner:</strong> City of Lynwood</td>
</tr>
<tr>
<td><strong>Lead Agency Contact Person:</strong> Michelle G. Ramirez, Director of Community Development City of Lynwood, Planning and Building Division 11330 Bullis Road Lynwood, CA 90262 (310) 603-0220 Email: <a href="mailto:mramirez@lynwood.ca.us">mramirez@lynwood.ca.us</a></td>
</tr>
</tbody>
</table>

This Initial Study has been prepared to identify and assess anticipated environmental impacts of the Project described above. The document relies on the City of Lynwood General Plan, City of Lynwood Housing Element, City of Lynwood Municipal Code, and Project-related technical studies noted in the Bibliography to this document to address in detail the effects or impacts associated with Project related construction and operation. The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report. If the lead agency finds no substantial evidence the project or any of its aspects may cause a significant effect on the environment, a
Negative Declaration shall be prepared. If the lead agency recognizes the Project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the Project proponent has agreed in advance the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared. In reviewing site specific information provided for the Project, the City of Lynwood has analyzed potential environmental impacts created by this project and a Mitigated Negative Declaration has been prepared pursuant to the provisions of CEQA.

Project Location

The ten properties that comprise the Project site currently have the following addresses: 12001 through 12035 South Atlantic Avenue and 4347 Lavinia Avenue. The Project site occupies 38,332.8 square feet bordered by Agnes Avenue to the north, by Lavinia Avenue to the south, by Atlantic Avenue to the east (and the Yvonne Burke Ham Park beyond across Atlantic Avenue), and by a paved alley and adjacent single-family residences to the west. The General Plan Land Use designation of the site is Senior City Housing Development (SCH); the site is zoned Senior City Housing Development (SCHD).

Existing Conditions

The Project site is vacant and void of vegetation. The site is cleared of vegetation, unpaved and is being used as a construction staging site to temporarily store concrete and soil from a local roadwork project. The finished elevation of the Project site is approximately 80 feet above sea level. The general topography of the Project site slopes to the south.

Uses surrounding the Project site are the following: Agnes Avenue to the north and retail uses beyond; Lavinia Avenue, retail uses and a church to the south; single-family residential uses to the west; and, Atlantic Avenue and the Yvonne Burke Ham Park beyond to the east (reference Figure 1 – Project Location)
Project Description

The City of Lynwood City Council is adopting a Resolution for a General Plan Amendment and a Zoning Code Amendment that would enable development of 66 apartment units affordable to low- and moderate-income households and one on-site manager’s unit (reference Figure 4 – Site Plan). The proposed General Plan Amendment would change the land use designation of the Project site from Senior Citizen Housing Development to Multi-Family Residential. The proposed Zoning Code Amendment would add the proposed “Affordable Housing” use to the existing R-3 zone to the allowed uses within the R-3 zoning district. A Site Plan Review would address overall building design, on-site parking, circulation and access, compatibility with surrounding uses, landscaping and lighting. The proposed project (Project) site occupies approximately 38,332 square feet among ten parcels on the westerly side of Atlantic Avenue in the City of Lynwood, California. The anticipated proposed residential units include 45 one-bedroom units (800 square feet each), 20 two-bedroom units (1,110 square feet each), and 2 three-bedroom units (1,095 square feet each). The residential units would be located within three stories over a ground level parking lot. The total area of the development is 105,756 square feet, inclusive of the basement, first floor, second floor, third floor, fourth floor and parking area.

The proposed residential units would be distributed among four building levels as follows.

Residential Level 1 (2nd level of structure) (16 one-bedroom units; 6 two-bedroom units; 1 three-bedroom unit).

Residential Level 2 (3rd level of structure) (16 one-bedroom units; 7 two-bedroom units; 1 three-bedroom unit)

Residential Level 3 (4th level of structure) (15 one-bedroom units; 7 two-bedroom units)

Other Project amenities include the following:
- Lobbies (566.2 square feet in area)
- Bike Rooms (819.67 square feet in area)
- Recreation Room (976 square feet in area)
- Office (272 square feet in area)
- Trash Room (94 square feet in area)
- Restroom (76 square feet in area)
- Common Open Space (5695.48 square feet in area)
- Private Open Space (4,378 square feet in area)
- Community Room (632 square feet in area)
Vehicular access to the Project site parking garage would be via Atlantic Avenue from the east. A total 119 parking spaces (106 standard size; 9 compact size; 4 Americans with Disabilities Act compliant) are proposed within a surface lot and a sub-surface garage.

**Project Objectives**

The proposed General Plan Amendment and Zoning Code Amendment objectives are as follows.

- Facilitating opportunities for the development of housing, specifically at affordable rates to strive to meet the housing needs of City residents
- Elimination and prevention of the spread of blight by creating new development on underutilized land
- Stimulation of economic growth by increasing general fund, sales tax
- Promotion of local job opportunities
- Protection of local businesses by encouraging cooperation and participation of businesses in redevelopment of the Project area
- Creation of a Sustainable Community

**Project Approvals**

Any development project would require the following approvals from the City of Lynwood beyond Adoption of The Negative Declaration, with Mitigations; Adoption of a General Plan Amendment and Adoption of a Zoning Code Amendment:

- Approval of a Site Plan Review
- Approval of a Development Agreement
- Issuance of grading permits
- Issuance of building permits

This environmental review may be used by those responsible and trustee agencies that may have some approval authority over a development project (i.e., to issue a permit or approval). Any future project applicant would obtain all permits, as required by law. In addition to the City of Lynwood, the following agency may have discretionary authority over this project.

- California State Department of Housing and Community Development

**Regulatory Setting**

**State**

California State Housing legislation relevant to the Project includes the following.

- Assembly Bill 162 – This Bill requires the City, upon adoption of the Housing Element, to identify specific flood hazard zones in the Land Use Element and specific floodwater and groundwater recharge areas in the Conservation and Safety Elements.

- Senate Bill 244 – This Bill requires the City, upon adoption of the Housing Element, to update the Land Use Element to include data and analysis, goals and
implementation measures regarding unincorporated island, fringe or legacy communities and their infrastructure needs.

- Senate Bill 812 – This Bill requires the City to include an analysis of housing needs of developmentally disabled persons in addition to special needs groups.

- Assembly Bill 1867 – This Bill allows the City to count multi-unit homeownership units that have been converted to affordable units toward its Regional Housing Needs Analysis allocation under certain conditions.

- Senate Bill 2 – The Building Homes and Jobs Act provides that 50 percent of funding collecting for affordable housing, supportive housing, emergency shelters, transitional housing and other housing needs will be directed to local governments to update planning documents. Beginning in 2019 and extending subsequent to 2019, 70 percent of the proceeds will be allocated to local governments through the federal Community Development Block Grant formula so that funds may be used to address housing needs at the local level.

- Senate Bill 3 – The Veterans and Affordable Housing Bond Act of 2018 places a $4 billion general obligation bond on the November 2018 ballot to provide funding for affordable housing programs and the veterans home ownership program (CalVet). If approved by California voters, this Bill would fund the following existing programs: Multifamily Housing Program ($1.5 billion); Transit-Oriented Development Implementation Program ($150 million); Infill Incentive Grant Program ($300 million); Joe Serna, R. Farmworker Housing Grant Fund ($300 million); Local Housing Trust Fund Matching Grant Program ($300 million); CalHome Program ($300 million); and, CalVet Home Loan Program ($1 billion).

- Assembly Bill 73 – This legislation allows a city or county to create a housing sustainability district to complete upfront zoning and environmental review so it can receive incentive payments for development projects that are consistent with the jurisdiction’s ordinance.

- Assembly Bill 1397 – This legislation revises the inventory of land suitable for residential development identified in a city’s housing element to include vacant sites and sites that have “realistic and demonstrated potential” for redevelopment to meet a portion of the locality’s housing need for a designated income level and requires cities and counties to demonstrate local efforts to remove “nongovernmental constraints” that limit housing construction, including cost of land or rental rates, despite the fact local governments have no control over these constraints.

- Assembly Bill 1505 – This legislation clarifies and strengthens local authority to enact inclusionary rental housing programs, in accordance with the jurisdiction’s police power.

- Senate Bill 35 – This legislation requires nearly every city to administratively approve multifamily housing developments that are consistent with existing locally adopted plans and zoning ordinances without any new project-level analysis. A city is subject to Senate Bill 35 if it is an urbanized area (population more than 50,000) or urban cluster (population more than 2,500 but less than 50,000) or if the city issued fewer
housing permits than the Regional Housing Needs Allocation for each income category. This legislation further restricts development by excluding sites within the coastal zone, important habitat areas, high fire hazard zones, delineated earthquake fault zones unless mitigated, floodplains, prime farmland and hazardous waste sites. Developers that use Senate Bill 35 streamlining must pay prevailing wage, ensure skilled and trained workers completed the development, and set aside 10 to 50 percent of the units for affordable housing. Senate Bill 35 sunsets in 2026.

- Senate Bill 166 – This legislation requires local governments to maintain adequate housing sites at all times throughout the planning period for all levels of income and prohibits a city or county from permitting or causing its inventory of sites identified in a housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower- and moderate-income households.

- Senate Bill 167 and Assembly Bill 678 (Housing Accountability Act) – This legislation, among other changes to the Housing Accountability Act, requires housing project denials to be supported by findings that are based on “a preponderance of evidence” rather than “substantial evidence” and imposes mandatory fines of $10,000 on cities that fail to comply with a judge’s order within 60 days and allows enhanced fines (multiplied by a factor of five) if a city acts in bad faith.

Regional

- Southern California Association of Governments, “The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,” (April, 2016) (RTP/SCS) – This Strategy (Plan) is a major planning document for the Southern California regional transportation and land use network. The Plan balances the region’s future mobility and housing needs with economic, environmental and public health goals. The State of California and the federal government require the long-range Plan, which SCAG updates every four years as demographic, economic and policy circumstances change. The Plan includes $556.5 billion in transportation investments related to the following: preserving the existing transportation system; expanding the regional transit system to give people more alternatives to driving alone; expanding passenger rail service; improving highway and arterial capacity; managing demands on the transportation system; optimizing the performance of the transportation system; promoting walking, biking and other forms of active transportation; strengthening the regional transportation network for goods movement; leveraging technology; improving airport access; focusing new growth around transit; improving air quality and reducing greenhouse gases; and, preserving natural lands. Major themes of the 2016 RTP/SCS include the following: integrating strategies for land use and transportation; striving for sustainability; protecting and preserving the existing transportation infrastructure; increasing capacity through improved systems management; giving people more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting links among public health, environmental protection and economic opportunity; and, building a Plan based on the principles of social equity and environmental justice.

City of Lynwood

City of Lynwood General Plan
The City of Lynwood General Plan is formulated broadly and in part to plan for a diversified Lynwood that offers residential opportunities to people of all ages and income levels and to give the City a set of flexible land use designations that provide structured guidance as well as opportunities for innovation. The General Plan also includes a series of statements that provide a vision for what the City would like to achieve in the future. The most relevant vision statements to the proposed Project are that “the City will have a broad mixture of housing opportunities available to all income levels. All employees, from domestic workers to the business managers, will have the opportunity to find housing to fit their desires within the City of Lynwood” and “New residential developments will offer planned housing projects with a range of housing and recreational opportunities.” The General Plan contains all elements mandated by California State Planning law. Each element contains the following: an introductory statement; goals; policies and implementation measures. A Goal is defined as a direction-setter; that is, the ideal future condition the City aspires to achieve. A Policy is a specific statement that guides decision making. An Implementation Measure is a specific program for implementing General Plan goals; that is, a measure specifying how a certain goal will be achieved through development of specific programs and actions.

**City of Lynwood General Plan 2014-2021 Housing Element**

The California State Government Code (Section 65302(c)) requires every city and county to adopt a Housing Element as a component of its General Plan. In addition, State housing law requires the Housing Element to include “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing” and mandates the Housing Element “shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.”

The City of Lynwood General Plan Housing Element attempts to achieve a balanced housing stock within Lynwood by providing housing for low- moderate-, and high-income households and by providing a range of housing types. In addition, this Element intends to set a policy framework for providing assistance to those who are unable to obtain adequate housing. The State-certified 2014-2021 City Housing Element provides statements of community goals, objectives and policies concerning identified housing needs within Lynwood. Furthermore, the Housing Element includes a housing program that responds to current and future needs within limitations posed by available resources. More specifically, the certified City of Lynwood General Plan Housing Element is comprised of the following major sections.

- A Housing Plan to address Lynwood’s identified housing needs and including housing goals, policies and programs
- An analysis of City demographics (population, household and employment base, characteristics of the housing stock)
- An updated evaluation of housing need, including housing needs of very low-income households and the disabled
- An examination of governmental and non-governmental constraints on production, maintenance and affordability of housing
- An identification of resources available to encourage and facilitate housing development, including preparation of an inventory of potential housing sites in Lynwood
- An assessment of past Housing Element accomplishments
City of Lynwood Amended and Restated Disposition and Development DDA

In 2017, the City of Lynwood, Housing Authority, and developer negotiated a new Disposition and Development Agreement to replace the previously-proposed Senior Project that was the subject of the original Disposition and Development DDA. This Agreement contemplated a project consisting of approximately 67 multi-family apartments, including approximately 66 of which would be non-age restricted affordable apartment units and one on-site manager's unit. Composition of the project was stipulated and consistent with the proposed Project. Project goals also were provided and are included in this document as Project Objectives.

City of Lynwood Bicycle and Pedestrian Transportation Plan

The Lynwood City Council adopted the Lynwood Bicycle and Pedestrian Transportation Plan in 2013. The Transportation Plan outlines goals and conceptual improvements proposed to establish complete streets that provide safe travel options for all users.

City of Lynwood Mitigating Ordinances, Guidelines and Standards

CEQA Guidelines allow use of previously adopted development policies or standards as mitigation for environmental effects of future projects when the standards have been adopted by the City with findings, based on substantial evidence, that the policies or standards will substantially mitigate environmental effects unless substantial new information shows the policies or standards will not substantially mitigate the effects (§15183[f]). In March 2005, the City of Lynwood adopted the CEQA implementing procedures for preparation, processing, and review of environmental documents. These findings are applicable to the following regulations and ordinances, which include standards and policies uniformly applied throughout the City, and will substantially mitigate specified environmental effects of future projects.

- City of Lynwood General Plan
- City of Lynwood Municipal Code, Chapter XXV – Zoning
- Urban Stormwater Quality Management and Discharge Control
- Stormwater Quality Design Manual
- Noise Regulations
- Traffic Mitigation Fee

The City’s mitigating ordinances, guidelines and standards are referenced, where applicable, in this Initial Study Checklist. Because the City has adopted Findings of Fact that these Mitigating Policies and Standards substantially mitigate environmental impacts, no additional project-specific mitigation is required for the specified impact areas. Under CEQA Guidelines Section 15183, the impacts that can be substantially mitigated by these policies or standards are exempt from CEQA.
Initial Study Checklist

The City has determined an Initial Study shall be prepared to determine whether any impacts resulting from Project and/or operation would be considered potentially significant. Where the Initial Study concludes there is no substantial evidence the project could have a significant effect on the environment, a Negative Declaration (or a Mitigated Negative Declaration) is required. If revisions in the Project plans or Project Description are made or agreed to by the Applicant before the CEQA analysis is released for public review that would avoid or mitigate significant adverse environmental impacts, then a Negative Declaration is still required (§15070). If the Initial Study concludes there is substantial evidence the Project could have a significant effect on the environment, and Mitigation Measures either are unavailable or have not been agreed to by the Applicant, then an EIR is required.

The Initial Study Checklist recommended in the CEQA Guidelines is used to determine potential impacts of the Project on the physical environment. The Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the Project and future development. Explanations to answers are provided in a discussion for each section of questions, as follows:

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project level, indirect as well as direct, and construction as well as operational impacts.

- "Potentially Significant Impact" is appropriate if there is substantial evidence an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- "Less Than Significant Impact with Mitigation Incorporated" applies where incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the Mitigation Measures and briefly explain how they reduce the effect to a less than significant level.

- "Less Than Significant Impact" applies where the impact does not require mitigation or result in a substantial or potentially substantial change of any physical conditions within the area affected by the Project.

- "No Impact" applies where Project development (demolition; grading; construction) and Project operation would not result in any impacts to the environment in the context of CEQA Thresholds of Analysis.
• Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D).
I. AESTHETICS

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, City of Lynwood Municipal Code, and the preliminary development plans.

Setting

The vacant Project site occupies 38,332 square feet bordered by Agnes Avenue to the north and commercial retail uses beyond; Lavinia Avenue and commercial retail uses to the south; single-family residential uses to the west; and, Atlantic Avenue and the Yvonne Burke Ham Park beyond to the east. The entire Project vicinity is urbanized and includes a combination of regional and neighborhood-serving commercial uses, industrial uses and medical uses, as well as single-family and multi-family residences. Atlantic Avenue is the primary commercial artery in the easternmost part of Lynwood and thus functions as an automobile-dominated corridor that connects Lynwood to cities to the north and south.

The segments of Interstate-105 and Interstate-710 near the Project site have not been identified by the State as scenic highways or landscaped freeways. Both Interstates contain overhead lighting fixtures as well as alternately heavy nighttime vehicular traffic.

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Have a substantial adverse effect on a scenic vista?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b)</td>
<td>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c)</td>
<td>Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d)</td>
<td>Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Discussion of CEQA Checklist Answers

a-b) No Impact

The City of Lynwood has no significant scenic vistas and no designated or proposed scenic routes. Lynwood is relatively flat and is built out with a mix of residential, medical, commercial and industrial uses. The urban character of Lynwood is further reinforced by the major roadway corridors that include Interstate-710, Interstate-105, Atlantic Avenue, Long Beach Boulevard, Imperial Highway, Martin Luther King Jr. Boulevard and Alameda Street. All these auto-oriented roadways are lined with commercial, industrial, residential or medical development.
The Project would facilitate the construction of 67 apartment units within a 4-story structure: 66 units for low- or moderate-income families and one on-site manager’s unit. The approximately 38,332 square foot Project site is approximately 775 feet south of Interstate-105, which is not designated a State scenic highway by the Caltrans State Scenic Highway Mapping System. Atlantic Avenue is not designated a State scenic highway by the Caltrans State Scenic Highway Mapping System. The vacant Project site does not contain any heritage trees, historic buildings or rock outcroppings that would be considered scenic resources. There are no scenic vistas or scenic resources on or near the Project site that Project development could adversely affect. Therefore, Project development and operation would not result in a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would result from Project development.

c) Less Than Significant Impact with Mitigation

Reference I(a) and I(b) above. The Project site is vacant and is located in a highly disturbed area zoned for commercial and residential uses near Interstate-105. The Project site is comprised of ten parcels.

Project-facilitated development would involve construction of a 4-story tall building (3 residential levels above a ground-level parking garage) and one level of subterranean basement parking. Such a building is taller than surrounding buildings, which are a mix of one- and two-story structures.

Although the anticipated development would alter the visual character of the Project site and Project vicinity, the Lynwood General Plan, Lynwood Design Guidelines Lynwood Zoning Code development regulations, and Site Plan Review criteria would ensure development compatibility with existing uses in the vicinity of the Project site. Any future development is subject to Site Plan Review for its architectural and landscape design, streetscape enhancement, lighting, and signage design. This also would ensure any Project related development is harmonious and visually compatible with existing land uses throughout the vicinity of the Project site. Although impacts to visual character of the Project site would be less than significant, implementation of Mitigation Measure MM-AES-2 is recommended, which would require developer participation in the City of Lynwood Art in Public Places Program.

d) Less Than Significant Impact with Mitigation Incorporated

The Project vicinity has an urban character and high nighttime light levels from street lights, lighting in nearby parking lots, and light fixtures attached to exterior building facades. Vehicle headlights from autos traversing Atlantic Avenue adjacent to the Project site also contribute to nighttime light. Although glare is primarily a daytime phenomenon caused by sunlight reflecting from structures, roadways and vehicles, glare also can be created at night by vehicle headlights. Residential uses in the Project vicinity would be most sensitive to night lighting and glare. Project-enabled development and operation may contribute to an increase in light and glare visible to residents near Atlantic Avenue, Agnes Avenue and the Project site, and would expose potential residents of the Project site to light and glare impacts from the developed vicinity and from vehicular traffic and light fixtures along Atlantic Avenue.
Project-enabled development would increase the overall development intensity and introduce related new sources of light. Potential sources of new nighttime light include spillover from windows of residences and from outdoor security lighting, and building-mounted lighting. Development of a 4-story building could produce glare from sunlight reflecting off windows and from motor vehicles or vehicle headlights shining at night. However, the new sources of light and glare would not substantially increase nighttime lighting or glare in the urbanized Project vicinity. In addition, Chapter 25 of the Lynwood Municipal Code contains lighting standards for commercial and residential uses.

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

**Mitigation Measures**

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

**MM-AES-2** – Prior to issuance of a Certificate of Occupancy, any future applicant shall reach an Agreement with the City of Lynwood regarding method of compliance with the City of Lynwood Art in Public Places Program.

**II. AGRICULTURAL AND FORESTRY RESOURCES**

The discussion in this section is derived from information contained in the City of Lynwood General Plan, City of Lynwood Municipal Code, California Department of Conservation Farmland Mapping Program, and preliminary development plans.

**Setting**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The vacant Project site is located within an urban area. No agricultural uses or forestry uses are located on the Project site or in the Project vicinity. The Project site is not zoned for agricultural uses.

**Thresholds for Analysis**

Would the project --
<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Result in the loss of forest land or conversion of forest land to non-forest use?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Discussion of Checklist Answers**

**a-e) No Impact**

No portions of the Project site or the Project site vicinity contain agricultural resources or prime farmland. Construction and operation of a multi-family Project would not result in the loss of forest land or result in the conversion of farmland or conflict with any land zoned for forest land. Therefore, no impact would occur.

**III. AIR QUALITY**

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, Lynwood Transit Area Specific Plan EIR, Project site preliminary development plans, and the Air Quality Study prepared for the Project by Blodgett Baylosis Environmental Planning.

**Setting**

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

**Area Pollutants**

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone (O$_3$), particulate matter (particulate matter of less than 10 microns in diameter [PM$_{10}$] and particulate matter less than 2.5 microns in diameter [PM$_{2.5}$]), nitrogen dioxide (NO$_2$), sulfur dioxide (SO$_2$), and lead. The pollutants of greatest concern in the SVAB are ozone, particulate matter, and carbon monoxide. Carbon dioxide (CO$_2$) and toxic air contaminants (TAC) also affect climate change and human health, respectively, but no State or federal ambient air quality standards exist for these pollutants.

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

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

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

**Carbon Dioxide:** Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO$_2$ will remain elevated for decades. Increasing CO$_2$ concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.

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

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

In addition, the South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants that include the following: Ozone; Carbon Monoxide; Nitrogen Oxides (NO\textsubscript{x}) that can cause breathing difficulties: Sulfur Dioxide (SO\textsubscript{2}); and, Particulate Matters.

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

- 75 pounds per day of reactive organic compounds
- 100 pounds per day of nitrogen oxides
- 550 pounds per day of carbon monoxide
- 150 pounds per day of PM\textsubscript{10}
- 55 pounds per day of PM\textsubscript{2.5}
- 150 pounds per day of sulfur oxides

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

- 55 pounds of reactive organic compounds
- 55 pounds of nitrogen oxides
- 550 pounds per day of carbon monoxide
- 150 pounds per day of PM$_{10}$
- 55 pounds per day of PM$_{2.5}$
- 150 pounds per day of sulfur oxides

**Discussion of Checklist Answers**

**a) Less than Significant Impact**

The City of Lynwood is located within the South Coast Air Basin – a 6,600 square mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The SCAQMD has jurisdiction over air quality in the Air Basin and monitors air quality at various monitoring stations through the Air Basin. The SCAQMD Air Quality Management Plan (AQMP) contains measures to improve regional air quality. The California Air Resources Board and the Southern California Association of Governments in 2016 jointly prepared the most recent AQMP, which was adopted in 2017. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM$_{2.5}$ Federal health standard and a proposed plan of action to reduce ground level Ozone.

The primary criteria pollutants that remain non-attainment in the local area include PM$_{2.5}$ and Ozone. The SCAQMD CEQA Air Quality Handbook contains specific criteria for determining project conformity with the AQMP. The Air Quality Handbook refers to the following criteria as a means to determine project conformity with the AQMP: Consistency Criteria 1 refers to a proposed project’s potential for resulting in an increase in frequency or severity of an existing air quality violations or its potential for contributing to the continuation of an existing air quality violation; Consistency Criteria 2 refers to a proposed project’s potential for exceeding assumptions included in the AQMP or other regional growth projections relevant to AQMP implementation.

Criteria 1. Project-enabled long-term (operational) airborne emissions would be below levels the SCAQMD considers to be a significant impact. Long-term stationary and mobile emissions associated with the Project are summarized in the following Table.

**Table 1 – Estimated Operational Emissions in Pounds Per Day**

<table>
<thead>
<tr>
<th>Emissions Source</th>
<th>ROG</th>
<th>NO$_2$</th>
<th>CO</th>
<th>SO$_2$</th>
<th>PM$_{10}$</th>
<th>PM$_{2.5}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area-Wide</td>
<td>1.73</td>
<td>1.06</td>
<td>5.97</td>
<td>--</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>Energy</td>
<td>0.02</td>
<td>0.22</td>
<td>0.09</td>
<td>--</td>
<td>0.01</td>
<td>0.01</td>
</tr>
<tr>
<td>Mobile</td>
<td>0.77</td>
<td>3.54</td>
<td>9.01</td>
<td>0.02</td>
<td>2.29</td>
<td>0.63</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2.54</td>
<td>4.83</td>
<td>15.08</td>
<td>0.03</td>
<td>2.42</td>
<td>0.76</td>
</tr>
<tr>
<td>Daily Thresholds</td>
<td>55</td>
<td>55</td>
<td>550</td>
<td>150</td>
<td>150</td>
<td>55</td>
</tr>
</tbody>
</table>

Criteria 2. Project-enabled short-term (construction) airborne emissions are summarized in the following Table.
Table 2 – Estimated Construction Emission in Pounds Per Day

<table>
<thead>
<tr>
<th>Construction Phase</th>
<th>ROG</th>
<th>NO\textsubscript{2}</th>
<th>CO</th>
<th>SO\textsubscript{2}</th>
<th>PM\textsubscript{10}</th>
<th>PM\textsubscript{2.5}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Preparation (on-site)</td>
<td>1.71</td>
<td>19.48</td>
<td>7.88</td>
<td>0.01</td>
<td>6.26</td>
<td>3.72</td>
</tr>
<tr>
<td>Site Preparation (off-site)</td>
<td>0.03</td>
<td>0.02</td>
<td>0.35</td>
<td>--</td>
<td>0.09</td>
<td>0.02</td>
</tr>
<tr>
<td><strong>TOTAL SITE PREPARATION</strong></td>
<td>1.74</td>
<td>19.50</td>
<td>8.23</td>
<td>0.01</td>
<td>6.35</td>
<td>3.74</td>
</tr>
<tr>
<td>Grading (on-site)</td>
<td>1.41</td>
<td>16.03</td>
<td>6.60</td>
<td>0.01</td>
<td>5.30</td>
<td>3.16</td>
</tr>
<tr>
<td>Grading (off-site)</td>
<td>0.03</td>
<td>0.02</td>
<td>0.35</td>
<td>--</td>
<td>0.09</td>
<td>0.02</td>
</tr>
<tr>
<td><strong>TOTAL GRADING</strong></td>
<td>1.44</td>
<td>16.05</td>
<td>6.95</td>
<td>0.01</td>
<td>5.39</td>
<td>3.18</td>
</tr>
<tr>
<td>Building Construction</td>
<td>2.27</td>
<td>15.98</td>
<td>13.48</td>
<td>0.02</td>
<td>0.91</td>
<td>0.88</td>
</tr>
<tr>
<td>(on-site)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Construction</td>
<td>0.32</td>
<td>1.46</td>
<td>2.95</td>
<td>--</td>
<td>0.74</td>
<td>0.20</td>
</tr>
<tr>
<td>(off-site)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL BUILDING CONSTRUCTION</strong></td>
<td>2.59</td>
<td>17.44</td>
<td>16.443</td>
<td>0.02</td>
<td>1.65</td>
<td>0.20</td>
</tr>
<tr>
<td>Paving (on-site)</td>
<td>0.90</td>
<td>9.17</td>
<td>8.90</td>
<td>0.01</td>
<td>0.52</td>
<td>0.48</td>
</tr>
<tr>
<td>Paving (off-site)</td>
<td>0.06</td>
<td>0.04</td>
<td>0.58</td>
<td>--</td>
<td>0.14</td>
<td>0.03</td>
</tr>
<tr>
<td><strong>TOTAL PAVING</strong></td>
<td>0.96</td>
<td>9.21</td>
<td>9.48</td>
<td>0.01</td>
<td>0.66</td>
<td>0.51</td>
</tr>
<tr>
<td>Architectural Coatings</td>
<td>21.58</td>
<td>1.83</td>
<td>1.84</td>
<td>--</td>
<td>0.12</td>
<td>0.12</td>
</tr>
<tr>
<td>(on-site)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architectural Coatings</td>
<td>0.05</td>
<td>0.04</td>
<td>0.53</td>
<td>--</td>
<td>0.13</td>
<td>0.03</td>
</tr>
<tr>
<td>(off-site)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL ARCHITECTURAL COATINGS</strong></td>
<td>21.632</td>
<td>1.87</td>
<td>2.37</td>
<td>--</td>
<td>0.25</td>
<td>0.15</td>
</tr>
<tr>
<td><strong>MAXIMUM DAILY EMISSIONS</strong></td>
<td>22.61</td>
<td>19.50</td>
<td>16.44</td>
<td>0.03</td>
<td>6.35</td>
<td>3.74</td>
</tr>
<tr>
<td>Daily Thresholds</td>
<td>75</td>
<td>100</td>
<td>550</td>
<td>150</td>
<td>150</td>
<td>55</td>
</tr>
</tbody>
</table>

As the data presented in the Tables above demonstrate, Project-enabled development and operation would not generate emissions equal to or in excess of South Coast Air Quality Management District thresholds. Therefore, Project-enabled development (grading and construction) and operation would not conflict with or obstruct implementation of the South Coast Air Quality Management District Air Quality Plan. The resultant level of impact is less than significant.

b) **Less than Significant Impact with Mitigation Incorporated**

Reference III(a) above.

The Air Quality Study for the Project estimated potential construction-related emissions using the computer model CalEEMod V.2016.3.2 developed for the South Coast Air Quality Management District. The estimated time frame for Project-enabled development was six months and was presumed to include site clearance, grading, excavation, building construction, paving, painting, and landscape installation. Table 1 above indicates daily construction emissions will not exceed South Coast Air Quality Management District significance thresholds.
Long-term air quality impacts associated with the Project-enabled development include mobile emissions associated with vehicular traffic and off-site stationary emissions resulting from energy (electricity and natural gas) generation. As indicated in Table 2 above, projected long-term emissions will be below thresholds considered significant.

The Project is located in a non-attainment area for Ozone and Particulates. The following South Coast Air Quality Management District requirements are Standard Conditions placed on projects and will reduce potential construction-related impacts. Mitigation Measure MM-AQ-1 pertains to these requirements.

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

b) Less than Significant Impact

The City of Lynwood is a non-attainment area for Ozone and Particulates. Once operational, Project-enabled development will result in long-term stationary and mobile emissions (reference Table 2 above) that will be below the South Coast Air Quality Management District daily levels of significance. In addition, adherence to the South Coast Air Quality Management District rules governing fugitive dust emissions will reduce construction-related Particulate emissions further. As a result, the Air Quality Study indicates “cumulative operational air quality impacts are considered to be less than significant.”

d) Less Than Significant Impact with Mitigation Incorporated

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, schools, playgrounds, hospitals, convalescent homes and other similar facilities where children or the elderly may congregate. Sensitive receptors nearest to the Project site include single-family residential units in the immediate Project area, west of the Project site. The anticipated 67 residential units also are considered to be sensitive receptors. The Air Quality Study indicates the following Standard Conditions are required due to the Project site’s close proximity to nearby sensitive receptors. The Standard Conditions are recommendations made by the South Coast Air Quality Management District.
• Any future contractors will ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.
• Construction staging and queuing will be prohibited from taking place within a public right-of-way.
• Construction equipment shall utilize alternative clean-burning fuels such as CNG or bio-diesel when feasible.

Mitigation Measure MM-AQ-2, which enumerates these Standard Conditions, will ensure this impact level will be less than significant.

e) No Impact

During Project-enabled development (grading; construction), there would be minimal odor emissions associated with grading and construction equipment emissions. These odors will be short-term in duration. The South Coast Air Quality Management District has identified land uses typically associated with odor complaints. These land uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. No odor emissions are anticipated given the multi-family nature of the future Project-enabled development. Therefore, no impact would result.

Mitigation Measures

MM-AQ-1: During any grading and construction, future Applicant shall comply with all Best Management Practices contained in South Coast Air Quality Management District’s Rule 403 pertaining to control of fugitive dust. These shall include the following. Notes to that effect shall be placed on Project plans for approval by the Director of Development Compliance and Enforcement.

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

MM-AQ-2: During any grading and construction, future Applicant shall comply with the following. Notes to that effect shall be placed on Project-enabled development plans for approval by the Director of Community Development.

• Any future contractors will ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.
• Construction staging and queuing will be prohibited from taking place within a public right-of-way.
• Construction equipment shall utilize alternative clean-burning fuels such as CNG or biodiesel when feasible.

IV. BIOLOGICAL RESOURCES

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, Project permitting history, and the preliminary development plans.

Setting

There are no significant biological resources on the vacant Project site. The previously-constructed residential and small commercial buildings on the Project site have been demolished. No sensitive or threatened animal species inhabit the Project site.

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
wildlife corridors, or impede the use of native wildlife nursery sites?

| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | X |

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

| X |

**Discussion of Checklist Answers**

**a-f) No Impact**

The 38,332 square foot Project site is vacant and void of all vegetation with the exception of weeds. No sensitive or threatened floral or faunal species inhabit the Project site. The Project area is completely urbanized and there are no trees near the Project site that could provide suitable nesting habitat for protected raptors or other bird species. In addition, the Project site is not within a migratory bird flyway or near any active areas for waterfowl. No wetlands or conditions that indicate the presence of wetlands or waters of the United States are on the Project site. Due to its location in a highly disturbed area near a busy roadway and within an urbanized area the Project site does not provide suitable habitat for a wildlife corridor or a native wildlife nursery. The Project site is not located within an adopted habitat conservation plan or natural community conservation plan. Therefore, Project development and operation would not result in any impacts related to Biological Resources.

**V. CULTURAL RESOURCES**

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the Lynwood Transit Area Specific Plan EIR, and preliminary development plans.

**Setting**

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

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

The City of Lynwood rests atop alluvial deposits of Holocene and late Pleistocene age that comprise poorly consolidated, poorly sorted, permeable flood-plain deposits of soft clay, silt and loose to moderately dense sand and silty sand.

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Checklist Answers**

a) **No Impact**

The vacant Project site was previously disturbed through grading and construction associated with now-demolished residential structures and a commercial structure. There are no known historical resources on the Project site. Limited excavation into soils on the Project site will occur, which would further limit the potential for resources to be encountered during Project-enabled development (grading and construction activities). There is no known event in history that occurred at the Project site that would qualify it for historical preservation. Therefore, Project-enabled development (grading; construction) will have no impact on historical resources as defined in CEQA Guidelines Section 15064.5.

b) **Less than Significant Impact**

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

c) Less than Significant Impact

The Project site is vacant but previously disturbed. Although it may unlikely that any such resources would be uncovered or affected during project-enabled grading and construction activities, should any be discovered on the site the future applicant or developer will be required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites and is required to comply with City of Lynwood Standard Conditions pertaining to discovery of archaeological resources.

d) Less than Significant Impact

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

VI. GEOLOGY AND SOILS

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the “Preliminary Geotechnical Investigation” prepared by P.A. & Associates Inc. for the Project, and the preliminary development plans.

Setting

The Project site is situated within the Los Angeles Basin Geomorphic Province of Southern California. The Central Block of the Los Angeles Basin is bounded by the Whittier Fault to the east, the Santa Ana Mountains of the Peninsular Ranges Province to the southeast, the Newport-Inglewood Fault to the west, and the Santa Monica Fault to the north. The basement rocks comprise slightly metamorphosed sedimentary rocks intruded by late Cretaceous plutonic rocks of the southern California batholith.

Southern California is known to be seismically active. Earthquakes that occur within approximately 60 miles of the Project site are capable of generating ground shaking of
engineering significance to the proposed construction. The Project site and area are located in general proximity of several active and potentially active faults. Active faults are defined as those that have experienced surface displacement within the Holocene period (approximately the last 11,000 years). The site is located close to several major active faults, as indicated in the Table below. The active Newport-Inglewood fault is located approximately 3.3 miles southwest of the Project site, the Palos Verdes fault is located approximately 9.5 miles southwest of the Project site, and the Whittier Fault is located approximately 9.5 miles northeast of the Project site. Several faults within the Los Angeles Basin are considered active or potentially active pursuant to guidelines of the Alquist-Priolo Earthquake Fault Zoning Act (1994). No active or potentially active faults are known to cross the Project site.

Table 3 – Principal Active Faults

<table>
<thead>
<tr>
<th>Fault Name</th>
<th>Approximate Fault Distance to Project Site (miles)</th>
<th>Maximum Moment Magnitude(^2) ((M_{\text{max}}))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newport-Inglewood</td>
<td>3.3</td>
<td>7.1</td>
</tr>
<tr>
<td>Whittier</td>
<td>9.5</td>
<td>6.8</td>
</tr>
<tr>
<td>Palos Verdes</td>
<td>9.5</td>
<td>7.3</td>
</tr>
<tr>
<td>Hollywood</td>
<td>13</td>
<td>6.4</td>
</tr>
<tr>
<td>Puente Hills Blind Thrust</td>
<td>12</td>
<td>7.1</td>
</tr>
<tr>
<td>Raymond</td>
<td>13</td>
<td>6.5</td>
</tr>
<tr>
<td>Santa Monica</td>
<td>14</td>
<td>6.6</td>
</tr>
<tr>
<td>Anacapa-Dume</td>
<td>15</td>
<td>7.5</td>
</tr>
<tr>
<td>Verdugo</td>
<td>16</td>
<td>6.9</td>
</tr>
<tr>
<td>Sierra Madre</td>
<td>19</td>
<td>7.2</td>
</tr>
<tr>
<td>Clamshell-Sawpit</td>
<td>27</td>
<td>6.5</td>
</tr>
<tr>
<td>Sierra Madre (San Fernando)</td>
<td>24</td>
<td>6.7</td>
</tr>
<tr>
<td>Malibu Coast</td>
<td>26</td>
<td>6.7</td>
</tr>
<tr>
<td>San Gabriel</td>
<td>27</td>
<td>7.2</td>
</tr>
<tr>
<td>San Andreas</td>
<td>41</td>
<td>7.8</td>
</tr>
</tbody>
</table>

Notes:
1 per Jennings, 2010
2 per Cao, et al., 2003

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>i. Rupture of a known earthquake fault, as delineated on the most</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

26 | P a g e
recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ii. Strong seismic ground shaking?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>iii. Seismic-related ground failure, including liquefaction?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>iv. Landslides?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Be located in a geological 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?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) 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?</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Checklist Answers**

**a.i) Less than Significant Impact**

Earthquake Fault Zones have been established in accordance with the Alquist-Priolo Special Studies Zones Act (1972), which directs the State Geologist to delineate the regulatory zones that encompass surface traces of active faults that have a potential for future surface fault rupture. The purpose of the Alquist-Priolo Act is to regulate development near active faults to mitigate the hazard of surface fault rupture.

The Project site is located in general proximity of several active and potentially active faults. Earthquakes that occur within approximately 60 miles of the Project site are generally capable of generating ground shaking of engineering significance to Project-enabled development.

The “Preliminary Geotechnical Investigation” prepared for the Project indicates “seismic criteria for a near source event should be considered in the design of the structure.” Development of the Project-enabled commercial/residential building would be subject to all applicable City, State, and local building regulations, including the California Building Code (CBC) seismic standards as approved by the Garden Grove Building & Safety Division. Therefore, any resultant impact would be less than significant.
a. ii) **Less than Significant Impact**

Although no active or potentially active faults are known to cross the Project site, the proposed residential building could be subject to strong seismic ground shaking, as are all projects located within Southern California. The moderate to potentially severe ground shaking could result from earthquakes on the Newport-Inglewood Fault, Whittier-Elsinore Fault and/or the Palos Verdes Fault. The Project site also may experience lesser ground shaking from earthquakes on other faults within the southern California region. The proposed building would be subject to the seismic design criteria of the 2016 CBC. Compliance with City regulatory standards would ensure the level of potential impacts due to strong seismic ground shaking would be less than significant.

a.iii) **Less than Significant Impact**

Three key factors are required for liquefaction to occur: liquefaction-susceptible soils; groundwater within a depth of 50 feet or less; and, strong earthquake shaking. The State Seismic Hazards Mapping Act requires preparation of a geotechnical report prior to the approval of most of the new development projects where such conditions are present. Soils susceptible to liquefaction generally are saturated loose to medium dense sands and non-plastic silt deposits below the water table. According to the State of California Seismic Hazard Zones Map (California Department of Mines and Geology, 1998), the Project site is within an area identified as having a potential for liquefaction. Although testing conducted as part of the geotechnical investigation of the Project site encountered no groundwater to a maximum boring depth of 52 feet, the site analysis assumed a historic high groundwater level of 8 feet. The “Preliminary Geotechnical Analysis” prepared for the Project site concluded the “potential for liquefaction at the site is low to moderate and will not adversely impact the proposed construction.”

Therefore, the Preliminary Geotechnical Investigation recommends that “the proposed parking structure be supported on a mat foundation system.” This requirement is included as part of Mitigation Measure G/S-1, which when implemented will reduce and potential development impact related to liquefaction to a less than significant level.

a.iv) **No Impact**

Structures built below or on slopes subject to failure or landslides may expose people and buildings to harm. The Project site is level and, as the Preliminary Geotechnical Investigation indicates, is “therefore surficially and grossly stable; proposed development of the site should not adversely affect the adjacent properties.” The Project site is not located in an Earthquake-Induced Landslide Zone. There are no natural slopes in the vicinity of the Project site. Therefore, no impact would occur.

b) **Less than Significant Impact**

The Project site is currently vacant. Little, if any, native topsoil exists on the Project site. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Grading would be included as part of Project-enabled development to prepare the site for building foundations. The building foundation would have to be dug and filled. As such, Project-enabled development has the potential to expose surficial soils to wind and water erosion.
during construction activities. Wind erosion as a result of construction activities would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through City standard erosion control practices (e.g. silt fencing or sandbags) required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES). Following Project-enabled development, the Project site would remain completely covered by paving, the commercial/residential/parking structure and landscaping. The Impact related to soil erosion would be less than significant with compliance of existing City regulations.

c)d) Less than Significant Impact with Mitigation Incorporated

The Project site is relatively level and therefore surficially and grossly stable. The Project site is underlain by Quaternary young alluvial deposits of the Downey Plain consisting generally of yellowish brown and gray silty fine sand, fine sand with some silt, fine sand with trace silt, fine sandy silt, silt with some sand, clay, and clay with some sand. These materials generally comprised medium dense sands and stiff to very stiff silts.

Land subsidence refers to the lowering of the ground surface due to extraction or lowering of water levels or other stored fluids within the subsurface soil pores, or due to seismic activity that can cause alluvial sediments to compact. Damage caused by subsidence can be visible cracks, fissures, or surface depression. Subsidence “is not considered to be a hazard at this site.”

The Preliminary Geotechnical Investigation indicates “soils encountered and sampled during our field exploration exhibited very low expansion potential.”

Impacts related to liquefaction and landslides are discussed above. Project-enabled development would be required to comply with California Building Code requirements and would be constructed to current building code standards. These standards include consideration of geological and seismic conditions. Soil conditions at the Project site would be identified and considered as part of the design process, as required by the City’s Director of Community Development. Compliance with existing California Building Code regulations and implementation of Mitigation Measure MM-G/S-1 would limit any potential hazard impacts arising from liquefaction, landslides, lateral spreading, and unstable soils to less than significant level.

e) No Impact

Project-enabled development and operation would not require use septic tanks. The Project site is served by sewer. Therefore, no impact would occur.

Mitigation Measures

MM-G/S-1 – Prior to issuance of a grading permit, the future applicant or developer shall submit, and obtain approval of, a Grading Plan by the Director of Public Works. Said Plan shall list and depict Design Recommendations contained in the Preliminary Geotechnical Investigation for the Project site that shall be implemented during Project development.
VII. GREENHOUSE GAS EMISSIONS

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, Project plans, and the Air Quality Study prepared by Blodgett Baylosis Environmental Planning, and the Lynwood Transit Area Specific Plan EIR.

Setting

Climate change, which involves significant changes in global climate patterns, has been associated with an increase in the average temperature of the atmosphere near the Earth’s surface, or global warming. This warming has been attributed to an accumulation of greenhouse gases (GHG) in the atmosphere. The GHG trap heat in the atmosphere that in turn heats the surface of the Earth.

California can draw on substantial scientific research conducted by experts at various state universities and research institutions. More than a decade of concerted research has demonstrated to scientists that early signs of climate change already are evident in California – demonstrated in increased average temperatures, changes in temperature extremes, reduced Sierra Nevada snowpack, sea level rise, and ecological shifts. Many of such changes are accelerating. Generally, research indicates California should expect overall hotter and drier conditions, increased average temperatures, rising sea levels, and increasing intensity of extreme weather events such as heat waves, wildfires, droughts and floods.

State

State and federal legislation has resulted in policies that define targets for reductions in GHG emissions. The State of California has created a set of legislation, executive orders, policies and programs intended to reduce greenhouse gas emissions. In particular, California adopted the 2006 Global Warming Solutions Act (commonly referred to as AB 32), which established a statewide emission reduction target to ensure that GHG emissions in the year 2020 are equal to the statewide GHG emissions in 1990. The California Air Resources Board (ARB) 2008 Scoping Plan estimated that GHG emissions in the State would have to be reduced by approximately 29 percent from business-as-usual (BAU) levels in order to meet the GHG emissions reduction requirement. While the ARB 2008 Scoping Plan estimated GHG emissions in the State need to be reduced by approximately 29 percent, in 2011 the ARB updated its estimate of the GHG emission reductions necessary to satisfy Assembly Bill 32 requirements. In the 2011 Final Supplement to the AB 32 Scoping Plan, the ARB estimated that a 16 percent reduction below the estimated BAU levels is needed to return State GHG emissions to 1990 levels by 2020.

The California Climate Action Team and the Air Resources Board have developed several reports to achieve the Governor’s greenhouse gas targets. Reliance on achieving the targets is based on voluntary actions of California businesses, local governments and community groups, and on State incentive and regulatory programs. These include the Climate Action Team’s 2010 “Report to Governor Schwarzenegger and the Legislature,” the Air Resource Board’s 2007 “Expanded list of Early Action Measures to Reduce Greenhouse Gas Emissions in California,” and the Air Resources Board’s “First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006.” The reports identify strategies to reduce California’s emissions to levels proposed in Executive Order S-3-05 and Assembly Bill 32 that are applicable to the proposed project. The Scoping Plan adopted in 2008 and updated in 2014 is the most recent document.
California Global Warming Solutions Act of 2006 (Assembly Bill 32)

Assembly Bill 32 (AB 32, also known as the Global Warming Solutions Act of 2006) commits the State to reduce greenhouse gas emissions in California to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. It requires the California Air Resources Board (CARB) to develop regulations and market mechanisms in pursuit of that mandate. Mandatory emissions caps for significant sources (e.g., electricity producers, cement plants) began January 1, 2012. Neither AB 32 nor the CARB Scoping Plan implementing AB 32 specifically mandates that each individual city adopt its own greenhouse gas reduction plan to meet AB 32 targets on a city-specific basis.

California Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)

SB 375 (signed by the Governor in September, 2008) requires the South Coast Air Quality Management District (SCAQMD) to develop a "Sustainable Communities Strategy" to meet AB 32 Statewide targets on a regional basis. SB 375 supports California’s climate action goals to reduce Greenhouse Gas Emissions as set forth in Assembly Bill 32 by coordinated transportation and land use planning, with the goal of more sustainable communities. Under SB 375, the South Coast Air Quality Management District (SCAQMD) must adopt its initial Sustainable Communities Strategy within three years (subject to certain exceptions), and then update the Sustainable Communities Strategy regularly thereafter. SCAQMD completed the final Sustainable Communities Strategy and received approval of such in early, 2012. Under SB 375, the Sustainable Communities Strategy is not allowed to address all sources of greenhouse gas emissions. Rather, the Sustainable Communities Strategy must focus on reducing greenhouse gas emissions exclusively from autos and light trucks. Emissions from other sources, such as energy use in buildings or construction, are not addressed by a Sustainable Communities Strategy. Perhaps for this reason, SB 375 specifically prohibits reliance on the regional Sustainable Communities Strategy to satisfy California Environmental Quality Act (CEQA) requirements.

In 2010, the Air Resources Board established Greenhouse Gas Emissions targets for 2020 and 2035 for each region covered by one of the State’s metropolitan planning organizations. Each metropolitan planning organization is required to prepare a “Sustainable Communities Strategy” as an integral component of its Regional Transportation Plan. The Sustainable Communities Strategy is to contain land use, housing and transportation strategies that, if implemented, would allow the region to meet its Greenhouse Gas Emissions reduction targets. Furthermore, developers can obtain relief from certain environmental review requirements under the Senate Bill 375 Transit Priority CEQA Exemption if their projects are consistent with the Sustainable Communities Strategy and if the projects are classified as a Transit Priority Project or a Residential Mixed Use Project.

Transit Priority Project areas are defined in SB 375 are meant to support carbon reducing goals set by SB 375 and AB 32 and to provide relief from CEQA by streamlining the environmental process in return for reducing emissions. SB 375 requires Transit Priority Projects to contain the following.

- Consistent with adopted Sustainable Communities Strategy
  - General Plan designation
  - Zoning
  - Density
  - Building intensity
• Provides at least 50 percent residential use based on a floor area ratio of 0.75 and contains 26-50 percent non-residential uses
  o Minimum density of 20 dwelling units per acre
  o Within 0.5 mile of major transit stop or high quality transit corridor in the Regional Transportation Plan

2012-2035 Regional Transportation Plan

The Southern California Association of Governments Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future” on April 4, 2012. Stakeholders from across the Southern California Association of Governments region participated in this effort.

Senate Bill No. 743 (SB 743)

Senate Bill 743 made several changes to the California Environmental Quality Act (CEQA) for projects in areas served by transit (i.e. transit-oriented developments; or, TOD). The changes directed the Governor’s Office of Planning and Research to develop new approaches for analyzing transportation impacts under CEQA. Senate Bill 743 also created a new exemption for certain projects that are consistent with a Specific Plan and, under some circumstances, eliminates the need to evaluate aesthetic and parking impacts of a project.

Senate Bill No. 32 (SB 32)

Senate Bill 32 requires the State Air Resources Board to approve a Statewide Greenhouse Gas Emissions limit equivalent to 80 percent below the 1990 level, which must be achieved by 2050. Senate Bill 32 works in conjunction with, and supports, Assembly Bill 32 and Senate Bill 375.

Senate Bill 97

When cities amend their general plans in a manner that triggers CEQA requirements for climate change analysis, the cities generally will not be able to simply reference the Sustainable Communities Strategy. Rather, they generally still will need to do – or promise to complete within short order – their own city-specific “Climate Action Plan” (Greenhouse Gas Emissions Reduction Plan) to comply with CEQA. Similarly, cities cannot rely on the Sustainable Communities Strategy for CEQA review of individual private development projects (with certain narrow exceptions), but will be able simply to confirm consistency with a city-specific climate action plan.

The California State Natural Resources Agency has adopted amendments (through Senate Bill 97) to CEQA Guidelines (that became effective March 18, 2011) that specifically require analysis of climate change impacts in environmental review of projects. Protocols outlined in the New CEQA Guidelines can be extremely difficult, time consuming and costly to implement on a project-by-project basis, both for developers and the City itself. In addition, the New CEQA Guidelines may require City-wide analysis and mitigation plans for General Plan updates and large-scale analysis and mitigation plans for Housing Element update amendments to the General Plan, Specific Plan amendments, and other planning proposals. For this reason, the New CEQA Guidelines offer lead agencies a streamlined approach to processing environmental documentation. Once a city adopts a city-wide "Greenhouse Gas Reduction Plan," future projects can simply be evaluated for consistency, and project applicants can participate in pre-set mitigation protocols that are predictable and can be made potentially more affordable and efficient when instituted city-wide. Now that New CEQA Guidelines confirm the need for climate change
analysis and feasible mitigation for projects in all localities in California, those localities that offer a Greenhouse Gas Emissions Reduction Plan may prove to be more attractive for development (all other factors being equal).

State of California Code of Regulations, Title 24 – Energy Building Regulations

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. The Public Resources Code requires the California Energy Commission to establish performance standards in the form of an “energy budget” in terms of the energy consumption per square foot of floor space. Thereby, the Standards include a prescriptive option that allows builders to comply by using methods known to be efficient and a performance option that allows builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option.

The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to non-residential Standards include alignment with national standards. New efficiency requirements for elevators and direct digital controls are included in the non-residential standards. The Standards are divided into three basic sets: mandatory requirements that apply to all buildings; performance standards (energy budgets) that vary by climate zone (of which there are 16 in California); and, building type. Therefore, the Standards are tailored to local conditions.

CalGreen (Part 11 of the 2010 Title 24 Building Standards Code is the California Green Building Standards Code)

The California State Legislature passed CalGreen in 2010 with an effective date of January 1, 2011. CalGreen is the first mandatory statewide green building code in the United States. CalGreen applies to all residential, commercial, hospital and school buildings. It requires waste and water reductions, energy inspections, and use of low pollutant emitting interior materials, and establishes a 75 percent waste material diversion goal for the State of California. Green buildings emit less pollution, use more environmentally friendly materials and are healthier for occupants. Buildings generate 30 percent of greenhouse gas emissions. Green buildings have smaller carbon footprints than conventional buildings. Green buildings also result in better indoor air quality and are less expensive to maintain due to reduced demand for heating, cooling and water. In California, commercial buildings account for 36 percent of the State’s electricity use. Building materials account for nearly 22 percent of the waste stream going to landfills. The average green building uses 30 percent less energy and 30-50 percent less water than a comparable "non-green" building.

In addition, failure to have a Greenhouse Gas Emissions Reduction Plan to support major General Plan updates, large Specific Plans or Specific Plan Amendments may lead to litigation over adequacy of California Environmental Quality Act review of a proposed project. Because a Greenhouse Gas Emissions Reduction Plan can take more than a year to prepare, over the short term some agencies have been incorporating into their CEQA studies (or General Plan amendments themselves) a commitment to formulate and adopt a future Greenhouse Gas Emissions Reduction Plan within set time limits, often under 18 months. Commitments to adopt a Greenhouse Gas Emissions Reduction Plan have become focal points of settlement
agreements between the State Attorney General's Office and jurisdictions whose general plan updates and major amendments otherwise failed to address sufficiently impacts of greenhouse gas emissions.

Assembly Bill 1358

The Complete Streets Act of 2007 (AB 1358) ensures transportation plans of communities in California will meet needs of all users of the roadway including pedestrians, bicyclists, public transit riders, motorists, children, the elderly, and the disabled. AB 1358 is designed to make roadways safer and more convenient for those who choose to walk, ride a bicycle, or ride transit. Safer roadways enable more people to gain health benefits by choosing an active form of transportation and benefit all by reducing traffic congestion, auto-related air pollution, and production of greenhouse gas emissions. AB 1358 requires the legislative body of a city or county, upon revision of its general plan, to identify how the jurisdiction will provide for routine accommodation of all users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. This legislation also directs the California State Office of Planning and Research to amend guidelines for development of general plan circulation elements so building and operation of local transportation facilities safely and conveniently accommodate everyone regardless of mode of travel. Requirements of the Act took effect on January 1, 2009.

Assembly Bill 811

Assembly Bill 811 allows local governments to establish assessment districts to fund energy efficiency and renewable energy projects. This Bill was modeled on the successful Berkeley First programs and Palm Desert Energy Independence and provides an important opportunity to provide monetary resources for owners of existing buildings to make energy efficiency improvements and to add on site renewable energy to their properties.

Assembly Bill 1493

In December, 2005, California petitioned the United States Environmental Protection Agency to allow the State to require more stringent fuel economy standards. On July 1, 2009, the Environmental Protection Agency granted California a waiver that enables California to enforce stricter tailpipe emissions on new motor vehicles. The waiver requested enforcement of the stricter standards beginning with the 2009 model year, but has not yet been implemented. Implementation of more stringent fuel economy standards will reduce automobile emissions intensity.

Senate Bill 1078

This Bill, passed in 2002, established Renewable Portfolio Standards for each State investor-owned utility to acquire 20% of its electricity from renewable resources by 2010 and 33% by 2020.

Senate Bill 1368

This Bill, passed in 2006, establishes emissions performance standards for new and existing power plants that produce energy sold to publicly owned and investor owned utilities.

Senate Bill 7
This Bill, passed in 2009, requires the State to achieve a 20% reduction in per capita water use by 2020. Noncompliance by local water providers will make them ineligible for State grant or loan funding.

**Senate Bill 407**

This Bill, passed in 2010, requires inefficient plumbing fixtures be replaced with more efficient models at time of property sale or improvement.

**Assembly Bill 939**

This Bill, passed in 1989, established the goal of achieving a statewide diversion rate of 50% and requires cities and counties to divert a minimum 50% of their waste stream for reuse or recycling.

**Senate Bill 1016**

This Bill, passed in 2008, established per capita disposal rate requirements and goals for local agencies in California. Requirements are expressed in pounds per person per day.

**Assembly Bill 341**

The Governor signed Assembly Bill 341 into law on October 5, 2011. Among its provisions, the Bill establishes a statewide policy goal of source reducing, recycling or composting at least 75% of solid waste generated by 2020 and requires a business (defined as a commercial or public entity) that generates more than 4 cubic yards of commercial solid waste per week or a multifamily residential dwelling of 5 or more units to arrange for recycling services on and after July 1, 2012. In addition, each jurisdiction is required to implement a commercial solid waste recycling program that consists of education, outreach and monitoring of businesses that is appropriate for that jurisdiction and is designed to divert commercial solid waste from businesses.

**Appliance Energy Efficiency Regulation**

California Appliance Efficiency Regulations address 21 categories of Federally-regulated and non-Federally regulated appliances that range from air condensing units to exit signs. Title 20 reduces emissions intensity of new and existing buildings by establishing performance standards for devices often used in buildings and, in some cases, public infrastructure.

**California Public Utilities Commission Energy Efficiency Strategic Plan**

This Strategic Plan describes a series of measures to improve energy efficiency and to address a variety of energy and emissions-related issues. Two important goals of the Strategic Plan are zero net energy residential buildings by 2020 and zero net energy commercial buildings by 2030, which would reduce emissions associated with new buildings.

**Renewable Portfolio Standard**

This Standard requires a minimum 20 percent of California’s electricity be provided from clean, carbon-free sources including solar, wind, biomass and small hydropower by 2020. Implementation of the Renewable Portfolio Standard will reduce emissions intensity of purchased electricity and reduce emissions associated with buildings and infrastructure.
Executive Order B-30-15

Governor Jerry Brown issued B-30-15 on April 29, 2015, which established a California Greenhouse Gas Emissions reduction target of 40 percent below 1990 levels by 2030. According to the California Planning and Development Report, the Executive Order requires all State agencies with jurisdiction over sources of Greenhouse Gas Emissions to participate and agencies to prepare implementation plans.

Executive Order S-3-05

Prior to signing AB 32, Governor Schwarzenegger issued Executive Order S-3-05, which provides an additional, long-term greenhouse gas emissions reduction target of 80 percent below 1990 levels by 2050. Governor Arnold Schwarzenegger issued an Executive Order seeking a more aggressive non-binding target of 33 percent renewable energy by 2020.

Executive Order S-1-07 – Low Carbon Fuel Standard

California’s Low Carbon Fuel Standard requires an approximate 10 percent reduction in carbon intensity of California motor fuels. This is the first standard to examine specifically carbon content of transportation related fuels. The Fuel Standard also is recognized as a "discrete early action item" by the California Air Resources Board in its Scoping Plan.

Energy

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

Project-enabled development would be subject to energy conservation requirements of Title 24 of the California Code of Regulation, which requires numerous energy saving measures. Additionally, Project-enabled development and operation would be subject to Lynwood General Plan policies that encourage renewable energy use to decrease reliance on fossil fuels and that encourage energy conservation by promoting energy efficient appliances, signage and lighting.

Thresholds for Analysis.

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Discussion of Checklist Answers

a) Less than Significant Impact

Greenhouse gases are emitted by natural processes and human activities. Examples of greenhouse gases produced by natural processes and industries include carbon dioxide (CO$_2$), methane (CH$_4$) and nitrous oxide (N$_2$O). Human activities that produce GHG are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation), methane from landfill wastes and raising livestock, deforestation activities, and some agricultural practices. Since 1750, the U.S. Environmental Protection Agency estimates that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Accumulation of greenhouse gases in the earth’s atmosphere regulates the earth’s temperature. Without these natural greenhouse gases, the earth’s surface would be about 61 degrees Fahrenheit cooler. However, emissions from fossil fuel combustion have elevated concentrations of greenhouse gases in the atmosphere to above natural levels. Climate change is the distinct change in measures of climate for a long time period.

Overwhelming scientific evidence indicates a correlation between increasing global temperatures and climate change over the past century and human-induced levels of greenhouse gases. These and other environmental changes have potentially negative environmental, economic and social consequences around the world. Greenhouse gases differ from criteria or toxic air pollutants in that the greenhouse emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of greenhouse gas emissions is an increase in global temperatures, which in turn has numerous impacts on the environment and on humans. Some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier breaking of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Longer-term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in severity of storms and droughts, changes to local and regional ecosystems including potential loss of species and a significant reduction in winter snow pack.

Non-industrial uses that generate more than 3,000 metric tons (MT) of carbon dioxide equivalent (CO$_{2e}$) greenhouse emissions generally are not considered significant. The following Table provides a summary of annual greenhouse gas emissions from Project buildout.
## Table 4 – Greenhouse Gas Emissions (Construction and Operational)

<table>
<thead>
<tr>
<th>Source</th>
<th>Greenhouse Gas Emissions (Pounds per Day)</th>
<th>CO₂</th>
<th>CH₄</th>
<th>N₂O</th>
<th>CO₂E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction Phase – Site Preparation</strong></td>
<td></td>
<td>1,704.91</td>
<td>0.53</td>
<td>--</td>
<td>1,718.40</td>
</tr>
<tr>
<td><strong>Construction Phase - Grading</strong></td>
<td></td>
<td>1,396.39</td>
<td>0.44</td>
<td>--</td>
<td>1,407.43</td>
</tr>
<tr>
<td><strong>Construction Phase - Construction</strong></td>
<td></td>
<td>2,018.02</td>
<td>0.38</td>
<td>--</td>
<td>2,027.72</td>
</tr>
<tr>
<td><strong>Construction Phase – Paving</strong></td>
<td></td>
<td>1,325.09</td>
<td>0.41</td>
<td>--</td>
<td>1,335.37</td>
</tr>
<tr>
<td><strong>Construction Phase – Coatings</strong></td>
<td></td>
<td>281.44</td>
<td>0.02</td>
<td>--</td>
<td>282.04</td>
</tr>
<tr>
<td><strong>Long-Term Area Emissions</strong></td>
<td></td>
<td>1,286.89</td>
<td>0.03</td>
<td>0.02</td>
<td>1,294.73</td>
</tr>
<tr>
<td><strong>Long-Term Energy Emissions</strong></td>
<td></td>
<td>289.29</td>
<td>--</td>
<td>--</td>
<td>291.01</td>
</tr>
<tr>
<td><strong>Long-Term Mobile Emissions</strong></td>
<td></td>
<td>2,984.80</td>
<td>0.15</td>
<td>--</td>
<td>2,988.66</td>
</tr>
<tr>
<td><strong>TOTAL LONG-TERM EMISSIONS</strong></td>
<td></td>
<td>4,560.9</td>
<td>0.19</td>
<td>0.02</td>
<td>4,574.41</td>
</tr>
</tbody>
</table>

As indicated in the Table above, the CO₂E total for the Project is 4,574.41 pounds per day, or 2.07 MTCO₂E per day. This extrapolates to an estimated annual operational emission of 755 MTCO₂E annually. Project estimated greenhouse gas emissions are below City of Lynwood thresholds. Project development and operation would create short-term construction-related greenhouse gas emissions. A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change white paper, a non-zero threshold based on Approach 2 of the SCAQMD handbook would be used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest proposed threshold developed by SCAQMD using this method is 3,000 MTCO₂E per year for commercial and residential projects. This threshold is based on review of 711 CEQA projects. As a result, Project greenhouse gas emission impacts are less than significant.

### b) Less than Significant Impact

California Assembly Bill 32 requires reduction of greenhouse gas emissions to 1990 levels, which would require a minimum 28% reduction in “business as usual” greenhouse gas emissions for the entire State. In addition, Executive Order B-30-15 (April 29, 2015) calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030. The Project will not involve or require any variance from an adopted plan, policy or regulation governing greenhouse gas emissions. Emissions generated by the Project will be less than the thresholds of significance established for CO₂ (reference Table 3 above). As a result, the Air Quality Study prepared for the Project indicates “no significant adverse impacts related to a potential conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.” Furthermore, the Project is an infill development and is an important strategy in reducing regional greenhouse gas emissions. As a result, the Air Quality Study concludes “the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be less than significant.”
VIII. HAZARDOUS AND HAZARDOUS MATERIALS

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the “Phase I Environmental Site Assessment” (December 18, 2015) Prepared for the Project site by Environmental Solutions, the Lynwood Transit Area Specific Plan EIR, and preliminary development plans.

Setting

The City of Lynwood General Plan Public Health and Safety Element indicates the most common hazardous materials and hazardous waste problems and concerns in Lynwood and its vicinity are related to transportation accidents, illegal dumping, underground storage tank leaks, leaking natural gas pipelines, commercial/industrial wastes, pesticides, and illegal drug laboratories. The California State Department of Toxic Substance Control EnviroStor database contains information about properties in California where hazardous substances have been released or where the potential for a release exists. There is a substantial potential for uncontrolled release of hazardous materials from vehicular accidents on Interstate-105, which is approximately 775 feet northerly of the Project site. The Lynwood General Plan estimates 20-25 percent of all vehicles using Interstate-105 and Interstate-710 (on the easterly boundary of the City, approximately 2,000 feet from the Project site) are transporting some type of hazardous material. In addition, the Alameda Corridor, approximately one and one-half mile west of the Project site would be a major carrier of hazardous materials. Approximately 100 trains proceed along the corridor each 24-hour period; approximately 70 percent of the trains using the Corridor are estimated to be carrying some sort of hazardous material. Also, Lynwood is located along a major east-west Los Angeles International Airport flight corridor, which presents a potential for an accident involving an aircraft carrying hazardous materials and fuels.

The Phase I Environmental Site Assessment prepared for the Project/Project site states “there were no indications from the data reviewed that the subject property is located over an oil field or in an area where methane is an issue.” In addition, there were no obvious indications that adjacent properties have underground storage tanks or have been identified as a business that would involve use of significant quantities of hazardous materials or are listed on any environmental databases.

Past Uses of Adjoining Sites

North

By 1923, the property adjacent to and north of the Project site across Agnes Street had been planted with crops, but by 1928 had been cleared and became vacant until a commercial building was constructed on the property between 1954 and 1963 during which time a McDonald’s Restaurant occupied the adjacent property. The Restaurant was demolished between 2002 and 2005 and remained vacant until the existing commercial business (Auto Zone) building and parking lot were constructed between 2012 and 2015. The Phase I Environmental Site Assessment states “there were no signs of the storage or disposal of hazardous materials on the north adjacent site . . . [and] were no indications from any historical sources that the subject property [Project site] has suffered environmental damage from this adjacent site."
**South**

The property adjacent to and south of the Project site across Lavinia Avenue was used for agricultural purposes through 1938, after which the property was developed with a commercial building. City of Lynwood directories indicated this property has been occupied by Broile’s Alignment for at least the past 20 years. The Phase I Environmental Site Assessment states “there were no signs of the storage or disposal of significant quantities of hazardous materials on the south adjacent site . . . [and] there were no indications from any historical sources that the subject property [Project site] has suffered environmental damage from this adjacent site.”

**East**

By 1923, the properties adjacent to and east of the Project site across South Atlantic Avenue had been planted with crops but had been cleared of such by 1928, when one property was developed with a single-family residence. By 1947, these properties had been fully developed with single-family residences and commercial buildings (cocktail lounge; billiards hall; motel; meat market; grocery store; liquor store; real estate offices). The Phase I Environmental Site Assessment states “there were no signs of the storage or disposal of significant quantities of hazardous materials on the east adjacent sites . . . [and] there were no indications from any historical sources that the subject property [Project site] has suffered environmental damage from this adjacent site.”

**West**

By 1923, the properties adjacent to and east of the Project site across South Atlantic Avenue had been planted with crops but had been cleared of such by 1928, after which one property was developed with a single-family residence and detached garage. By 1947, approximately half of the existing single-family residences and detached garages were developed on these properties. By 1954, all these properties had been developed with the existing single-family residences and detached garages. The Phase I Environmental Site Assessment states as follows: “there were no signs of the storage or disposal of hazardous materials on the west adjacent sites in the historical information reviewed. There were no indications from any historical sources that the subject property [Project site] has suffered environmental damage from these adjacent sites.”

**Regulatory Setting**

**Federal**

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

**State**

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

**Regional and Local**

The Regional Water Quality Control Board is authorized by the State Water Resources Control Board to enforce provisions of the Porter-Cologne Water Quality Control Act of 1969. This Act gives the Regional Water Quality Control Board authority to require groundwater investigations when the quality of groundwater or surface waters of the State is threatened and to require remediation of the site if necessary.

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

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

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?  

|   |   |   |   |   |   | X |

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?  

|   |   |   |   |   |   | X |

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  

|   |   |   |   |   |   | X |

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  

|   |   |   |   |   |   | X |

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?  

|   |   |   |   |   |   | X |

**Discussion of Checklist Answers**

a) **Less than Significant Impact**

Project-enabled development may include temporary transport, storage and use of potentially hazardous materials, including fuels, lubricating fluids, cleaners and solvents. Transport of such materials will be subject to federal, State and local regulations to assure risks associated with transport are minimized. Additionally, construction activities that transport hazardous materials will be required to transport such materials along designated roadways to limit any risk of upset. Also, Project-enabled operation (residential uses) generally require use or storage of small quantities of hazardous materials. Small amounts of products that contain hazardous materials possibly could be used for cleaning and maintenance of dwellings and recreation area. However, such use would not pose a significant risk to public health and safety. Therefore, the level of impact of Project-enabled development and operation related to creation of a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials would be less than significant.

b) **Less than Significant Impact**

Anticipated commercial and residential uses could involve use, storage, disposal or transportation of hazardous materials although the residential and most of the anticipated commercial uses generally do not involve use and storage of some materials that are considered hazardous. These materials likely would be limited to
solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies and thereby would not differ substantially from household chemicals and solvents widely used throughout the Project vicinity.

Construction activities may include temporary transport, storage and use of potentially hazardous materials including fuels, lubricating fluids, cleaners or solvents. Transport of such materials would be subject to federal, State and local regulations that would assure risks associated with transport are minimized. Additionally, construction activities that transport hazardous materials would be required to transport such materials along designated roadways in the City to limit any risk of upset.

Compliance with requirements of regulations identified in the Regulatory Setting Section above will minimize any impacts that may occur from transport of hazardous materials. Compliance with existing laws and regulations governing transport, use, release and storage of hazardous materials and wastes and compliance with City of Lynwood General Plan policies would reduce potential impacts related to exposure of the public, Project site residents and Project site visitors or environment to hazardous materials to a less than significant level.

c) No Impact

Reference VIII(a)(b) above.

The Project site is located within 1,300 feet from Janie P. Abbott Elementary School and within 1,500 feet from Mark Twain Elementary School. As indicated above, Project-enabled development and operation may include temporary transport, storage and/or use of potentially hazardous materials including fuels, lubricating fluids, cleaners and solvents. However, the level of impact that could result from any spillage would be insignificant due to the small amounts of the substances and required compliance with City and State regulations pertaining to use, storage and transport of such materials.

d) Less than Significant Impact

The Phase I Environmental Site Assessment for the Project site states that the Project site was listed in the HAZNET database for generation of approximately 220 gallons of waste oil and mixed oil waste by Pacific Bell in 2005. However, “this listing does not represent a recognized environmental condition . . .” for the Project site because of the nature of the waste material, the small quantity of waste material, the absence of reports of spills or releases, and the absence of records of subsurface storage of any hazardous materials or petroleum products on the Project site. Furthermore, properties adjacent to the Project site were not listed in any databases.

In addition, the Phase I Environmental Site Assessment for the Project site indicates “orphan (unmapped) sites” near the Project site were not considered suspect recognized environmental conditions to the Project site. Also, the Project site was not listed in Los Angeles County Department of Public Works’ records of industrial waste and underground storage tank sites. Also, the California Department of Toxic Substances Control indicated it had no records that pertain to the Project site and there were no Generator Information Services Section manifests generated from the Project site. Furthermore, the Project site is not listed on the California State Department of
Water Resources Control Board GeoTracker website, which contains a listing of Department of Toxic Substances Control cleanup sites, other cleanup sites, Underground Storage Tanks sites, land disposal sites, military sites, and Department of Toxic Substances Control Disposal Permit sites. The South Coast Air Quality Management District Facility Information Detail database has no records pertaining to the Project site.

Site reconnaissance indicated “there were no signs of hazardous materials being used or stored” on the Project site and “there were no unidentified substance containers” on the Project site. In addition, no Underground Storage Tanks, Above Ground Storage Tanks, clarifiers, above- or below-grade hydraulic lift systems, or pad-mounted transformers, ballasts or hydraulic lift systems on the Project site.

There are two Southern California Edison (SCE) pole-mounted transformers along the west border of the Project site. Transformers installed by SCE prior to 1978 contained insignificant concentrations of PCBs; those installed after 1978 were not likely to contain PCBs. In the event a transformer leaked, SCE would be responsible for cleaning up the contamination. However, the transformer units “appeared in good condition and evidence of leaks was not observed.”

There was no evidence of buried drums, buried containers, free liquids, odors, unusual depressions or excavations that would indicate solid waste disposal activity on the Project site. In addition, there was no surface evidence of spills, releases or illegal disposal noted during site reconnaissance. The fill material stored on site “did not have any visual signs or odors that indicated suspect contamination.” Also, there was no evidence noted of discolored soils, odors or surface staining on the Project site or visual evidence of improper handling or disposal of hazardous chemicals or materials on the Project site.

Due to the fact the Project site is vacant, there was no evidence of the following: asbestos; lead based paint; urea-formaldehyde; mold; fluorescent light tubes; or, mercury containing components.

The Phase I Environmental Site Assessment concludes as follows – “this assessment has revealed no evidence of recognized environmental conditions, historical recognized environmental conditions, controlled recognized environmental conditions, or de minimis conditions in connection with the subject property [Project site].”

Since no hazardous conditions exist on the Project site, Project-enabled development and operation will not occur on a site listed as a hazardous materials site. Therefore, the impact level would be less than significant.

e) No Impact

The Project site is not 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. The Project site is located approximately twelve miles east of Los Angeles International Airport, eight miles east of the Hawthorne Municipal Airport, and three miles northeast of the Compton/Woodley Airport. Therefore, Project-enabled development and operation would not result in a safety hazard for people residing or working in the project area. No impact would result.
f) No Impact

The Project site is not located within the vicinity of a private airstrip. Therefore, Project-enabled development and operation would not result in a safety hazard for people residing or working in the Project area. No impact would result.

g) No Impact

The Project site is located along Atlantic Avenue, which is a highly traveled roadway. Emergency access to the Project site would be maintained directly from Atlantic Avenue with no increase in response times for fire protection service, emergency service, or law enforcement service. Therefore, no impact would result.

h) No Impact

The Project site is located within an urban area in the City of Lynwood. The Project vicinity is built out with residential, commercial and public recreational uses. The City General Plan indicates the Project site is not adjacent to, or near, wildlands. There would be no risk of exposing people or structures to a significant loss, injury or death involving wildland fires. Therefore, no impact would result.

IX. HYDROLOGY AND WATER QUALITY

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the “Hydrology Study Report” prepared for the “Atlantic Housing Development” by Infrastructure Engineers (June, 2018), the Lynwood Transit Area Specific Plan Environmental Impact Report, and the preliminary development plans.

Setting

Regional Hydrology

The City of Lynwood is located in the South Coast Hydrologic Region, which covers approximately 10,600 square miles and includes the majority of Los Angeles, Ventura, San Diego and Orange counties as well as small areas of Riverside and San Bernardino Counties. This Hydrologic Region has 19 major watersheds, many of which have densely urbanized lowlands with concrete-lined channels and dams controlling flood flows. The Los Angeles River forms the eastern boundary of the City of Lynwood.

The Project site is located in the Los Angeles River Watershed, which covers 834 square miles, and encompasses the Los Angeles River. However, Lynwood has no surface water bodies within its boundaries. The Project site also is located within the West Coast Sub-basin of the Coastal Plan of the Los Angeles Groundwater Basin (the “West Coast Basin.” Average precipitation throughout the Sub-basin is 12-14 inches. Discharge of groundwater from the Sub-basin occurs primarily by pumping extractions. There are nine principal aquifers in the Sub-basin. The Lynwood and Gaspur Aquifers are near the Project site. Water in the underlying aquifers is confined throughout most of the Sub-basin.
**Water Supplies**

The Lynwood Public Services Department and Park Water Company provide water service to the Project site. The City owns and operates six active wells and one 3,000,000-gallon reservoir. There also is a 16-inch Metropolitan Water District feeder to the reservoir that conveys State Water Project water when needed to replenish the reservoir. The City pumps approximately 5,500 acre-feet annually and receives approximately 1,000 acre-feet annually of imported surface water from the Metropolitan Water District feeder line.

**Water Quality**

The Project site is located within a highly urbanized area that has experienced contaminant loads from both point and non-point sources. The Los Angeles Regional Water Quality Control Board is the primary agency charged with protecting and enhancing surface and groundwater quality in the region. The primary sources of pollutants to surface and groundwater resources include wastewater treatment plants, septic systems, agricultural/livestock operations, wildlife, urban stormwater runoff, oil/gas production, and mining activities. The character and quality of groundwater in the aquifers underlying Lynwood is variable. Sea water intrusion over time has deteriorated water quality over time. In addition, groundwater in the vicinity of the Project site generally is high in total dissolved solids.

**Flood Hazards**

In the first half of the 20th century flooding was a serious problem in Lynwood. However, channeling the Los Angeles River and the Rio Honda River eliminated much of the danger from flooding. The City of Lynwood is located in Flood Zone X, based on the Federal Emergency Management Agency current Flood Insurance Rate Map. This Zone includes areas that have been determined to be outside the 0.2% annual chance floodplain. The Los Angeles County Department of Public Works created an online map for El Nino Storm Hazard Areas. Although some southwestern portions and the entire eastern portion of Lynwood are in the Moderate Flood Risk Area and the eastern boundary of the City near the Los Angeles River (which is approximately 3,500 feet east of the Project site).

**Tsunami and Seiche**

A Tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water that are produced when movement occurs on faults in the ocean floor. Areas susceptible to tsunamis are those near the ocean shore and along low-lying river channels. The Project site is located approximately 12 miles east of the Pacific Ocean with ground level elevations that range from 70-100 feet above mean sea level. Seiches are waves generated in an enclosed body of water by seismic activity. There are no water tanks in the boundary of the Project site.

**Dams**

There are no dams or reservoirs in the City of Lynwood. The closest is the Garvey Reservoir located approximately 10 miles to the northeast in the City of Monterey Park. The Project site is not located in a dam inundation area.
Drainage

There is one existing primary storm drain network in the Project vicinity that belongs to the Los Angeles County Flood Control District (LACFCD) storm drainage system. The Project site is located on the westerly side of the Los Angeles River, which is where the surrounding storm drain network drains. An existing catch basin is located on Atlantic Avenue in the right-of-way of the Project’s southeast corner.

Rainfall Intensity

The Los Angeles County Flood Control District recommends the 50-year storm frequency rainfall intensity for Capital Flood protection. The 50-year rainfall amount in the Project area is estimated to be 6.2 inches.

Federal Regulatory Setting

The United States Congress in 1972 passed the Clean Water Act (Federal Water Pollution Control Act), which directs states to establish water quality standards for all waters of the United States and to review and update the standards triennially. Section 402 of this Act authorizes the California State Water Resources Control Board (SWRCB) to issue National Pollutant Discharge Elimination (NPDES) Program “General Construction Storm Water Permits.” Projects such as the proposed Project that disturb on or more acres are required to obtain NPDES coverage under the “Construction” Permit. The County of Los Angeles administers NPDES regulations. Section 401 of the Clean Water Act requires any activity that may result in discharges into a State water body must be certified by the Regional Water Quality Control Board. Section 404 of the Clean Water Act requires a permit for construction activities that involve placement of any kind of fill material into waters of the United States or wetlands. Section 303(d) of the Clean Water Act requires states to identify “impaired” water bodies that do not meet water quality standards.

State of California Regulatory Setting

The Porter-Cologne Water Quality Control Act establishes the State Water Quality Control Board (SWRCB) and each regional water resources quality control board as the principal State agencies for coordinating and controlling water quality in California and authorizes the SWRCB to adopt, review and revise policies for all waters of the State (including surface and groundwater) and directs the Regional Water Resources Control Boards to develop regional Basin Plans. The City of Lynwood is located within the Los Angeles Regional Water Resources Quality Control Board. The Los Angeles region has developed a Water Quality Control Plan (Basin Plan) that lists various beneficial uses of water in the region, describes the water quality that must be maintained to allow those uses, describes the programs, projects and other actions required to achieve the standards established in the Plan, and summarizes plans and policies to protect water quality. Narrative and numerical objectives define the level of water quality that shall be maintained in the region. Water quality objectives are achieved primarily through establishment and enforcement of waste discharge requirements (WDR). The Regional Water Resources Water Quality Control Boards have primary responsibility for issuing the WDR, which may include effluent limitations or other requirements designed to implement applicable water quality control plans.

Local Regulatory Setting

The Los Angeles Regional Water Resources Quality Control Board has Waste Discharge Requirements for municipal Separate Storm Sewer System Discharges into Coastal Wetlands of
Los Angeles County (NPDES Permit No. CAS004001). The Permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the City of Long Beach). Storm water and non-storm water discharges consist of surface runoff generated from various land uses that are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region. Coverage under a general NPDES permit can be achieved through development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP).

The Los Angeles County Flood Control District provides flood protection, water conservation, recreation and aesthetic enhancement within its boundaries (more than 3,000 square miles that encompass 85 cities). This District regulates hydrologic and hydraulic design within its boundaries through its 1982 Hydraulic Design Manual and its 2006 Hydrology Manual.

City of Lynwood General Plan – Relevant Goals and Policies

Infrastructure/Public Services Element

Goal DW-1: Provide for the planning and funding mechanisms to construct, expand, and maintain water facilities (transmission, storage, distribution, and treatment) needed to meet current and future demand.

Policy DW-1.3: Water Conservation. The City shall require that water conservation measures be implemented into all construction permits.

Safety Element

Goal GEO-1: Protect the public health, safety, and welfare and minimize the damage to structures, property, and infrastructure as a result of seismic activity.

Open Space and Conservation Element

Goal WR-1: Protect surface and subsurface water resources in the water basin that are impacted by actions in the City.

Policy WR-1.1: Ensure Clean Water. The City shall ensure that development and redevelopment projects do not degrade surface waters and groundwater basins.

Goal WR-2: Require sound water conservation measures to ensure water availability of all persons living, working, and visiting the City.

Policy WR-2.1: Water Conservation. The City shall ensure that water conservation measures are implemented in all development projects.

City of Lynwood Municipal Code

Lynwood Municipal Code Chapter 14 provides regulations for public utilities and City services. Section 14.13 (Storm Water and Urban Runoff Pollution and Conveyance Controls) provides requirements for Standards Urban Storm Water Mitigation Plans (SUSMP) and Low Impact Development (LID) for new projects and redevelopment projects. The Project is not subject to conditioning and controls because it is a new development project that is not equal to or greater than one acre of disturbed area that adds more than 10,000 square feet of impervious surface.
area. The remainder of Section 14-13 of the Lynwood Municipal Code provides requirements for storm water pollution control measures and authorizes the City of Lynwood to further define and adopt storm water pollution control measures and to develop principles and requirements, including but not limited to the objectives and specifications for integration of LID strategies. Chapter 25 of the Lynwood Municipal Code consists of the City’s zoning regulations. Article 93 provides regulations associated with erosion and sediment control. The purpose of this article is to eliminate and prevent accelerated erosion that has led to, or could lead to, degradation of water quality, loss of fish habitat, damage to property, loss of topsoil and vegetation cover, disruption of water supply, increased danger from flooding, and the deposition of sediments and associated nutrients. This article establishes required provisions for project planning, preparation of erosion control plans, runoff control, land clearing and winter construction operations and also establishes procedures for administering those provisions. Provisions of Chapter 25, Article 93 apply to projects in the Project vicinity.

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Question</td>
<td>Answer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or provide substantial additional sources of polluted runoff?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>j) Inundation by seiche, tsunami, or mudflow?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Checklist Answers**

**a) Less than Significant Impact**

Construction of a Project-enabled development would involve ground-disturbing activities and the use of machinery that could release hazardous materials, including sediments and fuels. However, compliance with permits and regulations, and implementation of Best Management Practices contained therein would ensure potential water quality impacts would be less than significant.

Project-enabled development will occur in a region covered by the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the Los Angeles County Regional Water Resources Control Board for MS4 discharges into the coastal watersheds of Los Angeles County, except for the City of Long Beach. The City of Lynwood is a designated Permittee in NPDES Permit No. CAS004001 (Waste Discharge Identification Number 48190189001). The NPDES permit requires implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for the Project. The SUSMP typically contains a list of minimum required Best Management Practices that must be used for a proposed project. Additional Best Management Practices may be required by ordinance or code adopted by the City of Lynwood and applied generally or on a case-by-case basis.

Activities subject to the NPDES general permit for construction, such as the proposed Project, must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes a site map and description of construction activities. The SWPPP will identify Best Management Practices to be used to prevent soil erosion and discharge of other construction-related pollutants (e.g. petroleum products; solvents; paints; cement) that could contaminate water resources. A monitoring program generally is required to ensure Best Management Practices are implemented according to the SWPPP and are effective at controlling discharges of pollutants related to storm water.
Project-enabled development and operation will not substantially alter existing
drainage patterns and will not include discharge of hazardous materials directly into
the existing storm water drainage system. In addition, wastewater would be treated
and discharged appropriately. Project-enabled development will include Best
Management Practices to avoid adverse effects associated with storm water runoff
quality.

The Project-enabled development will be required to comply with Section 14-13.3 of
the City of Lynwood Municipal Code, which includes a Low Impact Development that
consists of building and landscape features designed to retain or filter storm water
runoff to be accomplished by implementing Best Management Practices such as
biofiltration, bioretention, or green roofs to intercept rainfall. These Practices, together
with other provisions and Best Management Practices specified in the storm water
NPDES Permit, may require long-term operational inspections and maintenance
activities to ensure effective avoidance of significant adverse impacts associated with
water quality degradation.

During Project-enabled development (construction) and operation there will be a
potential for water quality impacts to occur due to unanticipated leaks, spills or
releases of hazardous or potentially hazardous materials, and due to the potential for
encountering existing contamination in the Project area. Compliance with existing
permits and City of Lynwood standard conditions will include Best Management
Practices and spill response measures to address any unanticipated occurrences that
could potentially affect water quality in or near the Project site or in downstream areas.
In addition, as part of the site design the Project engineer is required to incorporate
NPDES/SUSMP regulations including water quality requirements to prohibit storm
water discharges leaving the Project site and to minimize discharge of pollutants.
Implementation of these policies and compliance with permits and regulations
discussed above will ensure potential impacts to water quality that may occur during
Project development and operation will be reduced to, and maintained at, a less than
significant level.

b) Less than Significant Impact

The geologic study conducted for the Project indicated that according to the State of
California the historic high groundwater level near the Project site has been mapped
at a depth of approximately 8 feet. Exploratory borings conducted for the geologic
study encountered no groundwater at a depth of 52 feet. Groundwater level, localized
zones of perched water and increased soil moisture content fluctuations should be
anticipated during and following the rainy season. Irrigation of landscaped areas on
or adjacent to the Project site also can cause a fluctuation of local groundwater levels.
Based on research and observed conditions, groundwater is not expected to impact
Project enabled development (grading and construction).

c) Less than Significant Impact

Peak rainfall intensities for the Project site were calculated through Los Angeles
County’s HydroCalc for both 25-year and 50-year design storm frequencies, as
indicated in the Table below. The Project site is in the soil classification “006” as
delineated in the Los Angeles County Flood Control District Hydrology Manual. The
“Hydrology Study Report” identifies a “Capital Flood” as the runoff produced by a 50-year frequency design storm falling on a saturated watershed (soil moisture at field capacity). The Capital Flood level of protection applies to all facilities constructed to drain natural depressions or sumps, which include channels, closed conduits, retention basins, detention basins, pump stations and highway underpasses.

The impervious area on the Project site will increase from the existing condition of 10% to 86%. The “Hydrology Study Report” indicates that “offsite [storm drain] systems currently in place … will continue to accept flow from the site.” There is one existing primary storm drain network in the vicinity of the Project site that belongs to the Los Angeles Flood Control District storm drainage system. The surrounding storm drain network drains to the east to the Los Angeles River. An existing catch basin is located on Atlantic Avenue in the right-of-way of the southeast corner of the Project site. Surface runoff from the Project site sheet-flows south toward curb inlets at the corner of Atlantic Avenue and Lavinia Avenue. Drainage areas tributary to Atlantic Avenue are collected and conveyed within an existing 7’3” x 5’0” reinforced concrete box that flows southerly, crossing Lynwood Gardens and discharging into the Los Angeles River.

No drainage facilities will be impacted negatively by Project development. Therefore, the resultant impact will be less than significant.

d) Less than Significant Impact with Mitigation Incorporated

The Project vicinity is urbanized and connected to an existing storm water drainage system located on Atlantic Avenue. Storm water runoff on the Project site and in the Project vicinity currently is directed through a series of storm water drainage facilities to the Los Angeles River. Project development and operation would maintain the existing drainage patterns. Any potential impact to drainage patterns or drainage courses would be less than significant. In addition, no surface bodies of water are located within the City of Lynwood. Therefore, Project development would not alter the course of any river or stream.

The pre-construction peak runoff rate and runoff volume for the 50-year 24-hour storm event on the Project site were calculated to be 2.55 cubic feet per second and 5,671 cubic feet, respectively. The post-construction peak runoff rate and the runoff volume for the 50-year, 24-hour storm event were calculated to be 2.67 cubic feet per second and 15,810 cubic feet, respectively. The peak runoff rate will increase due to an increase in impervious area from the existing 10% to the post-development condition of 86%. Therefore, an impact of Project enabled development on the downstream storm drain infrastructure would occur. However, the “Hydrology Study Report” indicates that “all flows in the proposed drainage area ultimately converge with an underground City of Lynwood … storm drain system … which should be sufficient to manage the additional flow rate.”

### Table 5 – Pre- and Post-Development Runoff

<table>
<thead>
<tr>
<th>Storm Event</th>
<th>Pre-Development</th>
<th>Post-Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Inch/Hour</td>
<td>One Inch/Hour</td>
<td>One Inch/Hour</td>
</tr>
<tr>
<td>25-Year</td>
<td>2.7727</td>
<td>2.9811</td>
</tr>
<tr>
<td>50-Year</td>
<td>3.3953</td>
<td>3.3953</td>
</tr>
</tbody>
</table>
The increased storm water discharge rate is indicated in the following Table.

### Table 6 – Increased Storm Water Discharge Rates

<table>
<thead>
<tr>
<th>Storm Event</th>
<th>Pre-Development Cubic Feet/Second</th>
<th>Post-Development Cubic Feet/Second</th>
</tr>
</thead>
<tbody>
<tr>
<td>25-year</td>
<td>1.99</td>
<td>2.33</td>
</tr>
<tr>
<td>50-year</td>
<td>2.55</td>
<td>2.67</td>
</tr>
</tbody>
</table>

The “Hydrology Study Report” thereby indicates the drainage facility for the Project must be designed to “attenuate the difference between the post-development peak flow and the pre-development peak flow because any proposed discharge at the offsite must be at or below the pre-development peak discharge rate for the design storm. Thereby, **Mitigation Measure MM-HYD-1** will require this design and ensure the potential impact will be reduced to a less than significant level.

e) **Less than Significant Impact**

Refer to c) and d) above.

Project-enabled development would not alter the course of any river or stream. Project-enabled development would not introduce new surface water discharges and would not result in flooding on-site or off-site. Any resultant impact would be less than significant. The “Hydrology Study Report” prepared for the Project/Project site indicates the Project on-site storm drains will be sized to convey the 50-year storm in compliance with the Los Angeles County Flood Control District Hydrology Manual.

The existing condition of the Project site is 10% impervious, per the Los Angeles County Flood Control District Hydrology Manual. After Project development, the impervious percentage will be 86%.

f) **Less than Significant Impact**

Refer to a) above.

g) **No Impact**

The Project site is located within Flood Zone X as indicated in Flood Insurance Map 06037C1815F Panels 1815 of 2350 (revised September 26, 2008). Based on relevant Federal Emergency Management Agency FIRM, the Project site is in an area that has very small annual probability of flooding. As a result, housing development or other structures under City of Lynwood requirements would not be located within a 100-year flood hazard area and thereby would not impede or redirect flood flows. No impact would result.

h) **No Impact**

Refer to g) above.
No Impact

No dams or reservoirs are located in the vicinity of the Project site. The closest reservoir is the Garvey Reservoir, which is located approximately 10 miles northeast of the Project site. The Project site is not located within a dam inundation area. Thereby, Project development and operation would not expose people or structures to potential inundation from dam failure. No impact would result.

No Impact

The Project site is located approximately 12 miles inland from the Pacific Ocean at an approximate elevation of 80 feet above mean sea level. The nearest water body to the Project site that could experience a seiche event is a water tank east of the Project site. However, due to the Project site location, the potential for a tsunami or seiche affecting the Project site is extremely unlikely. No impact would result.

Mitigation Measures

MM-HYD-1 – Prior to issuance of a Building Permit, the developer shall submit plans for the drainage facility on-site to the Director of Public Works for review and approval. Said plans must be designed to attenuate the difference between the post-development peak flow and the pre-development peak flow in a manner meeting the approval of the Director of Public Works.

X. LAND USE AND PLANNING

The discussion and analysis in this section is derived from information contained in the preliminary development plans, City of Lynwood General Plan, and City of Lynwood Municipal Code.

Setting

The Project site occupies approximately 38,332 square feet. Residential and agricultural uses occupied the Project site for much of the early- and mid-20th century. However, all buildings on the Project site have been demolished and the property is vacant, unpaved and void of vegetation.

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<table>
<thead>
<tr>
<th>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>X</td>
</tr>
</tbody>
</table>

Discussion of Checklist Answers

a) No Impact

The vacant Project site is located within an urbanized community. Uses surrounding the Project site are the following: Agnes Avenue to the north and commercial uses beyond; Lavinia Avenue to the south and commercial uses beyond; Atlantic Avenue to the east and Yvonne Burke John P. Ham Park beyond; and, single-family residences to the west, across a paved alley. Uses along both the east and west sides of Atlantic Avenue in the Project area are overwhelmingly commercial in nature.

Project-enabled development will not physically divide the established community. Rather, Project-enabled development and operation will provide needed housing opportunities for low- and moderate-income families and contribute to quality buildup of vacant lots along Atlantic Avenue. The proposed General Plan Amendment and Zoning Code Amendment will add “affordable” multi-family use to the list of allowable uses on the Project site. In addition, the anticipated 66-unit (plus one unit for an on-site manager) affordable housing residential project (with on-site amenities) is consistent with goals, policies and objectives of the City of Lynwood General and the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. Therefore, the Project will not divide an established community and no impact will result.

b) No Impact

The proposed General Plan Amendment and Zoning Code Amendment will enable housing opportunities for low- and moderate-income families. The Project is consistent with City of Lynwood General Plan goals and policies pertaining to provision of housing opportunities for all economic segments of the Lynwood community that are relevant to the Project and with City of Lynwood 2014-2021 Housing Element goals and policies. Therefore, no impact would result.

c) No Impact

The Project site is located within a heavily urbanized area. The Project site is not located within either a habitat conservation plan or natural community conservation plan. Therefore, Project development and operation would not conflict with any habitat conservation plan or natural community conservation plan. No impact would result.

XI. MINERAL RESOURCES

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, City of Lynwood Municipal Code, and preliminary development plans.
Setting

No mineral resources or mineral resource recovery sites are located on the Project site, which is not designated as a mineral resource recovery site in the City of Lynwood General Plan, the Long Beach Boulevard Specific Plan, or the Lynwood Transit Area Specific Plan.

Thresholds for Analysis

Would the project –

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>d) 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Discussion of Checklist Answers

a) No Impact

Mineral extraction activities do not occur on the Project site or on adjacent or nearby properties in the urbanized vicinity of the Project site. The Project site and surrounding areas are not identified as sources of important mineral resources. As such, the potential for mineral resources to occur on site is low. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. Therefore, Project-enabled development and operation will not result in loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would result.

b) No Impact

Mineral extraction activities are not present on the Project site. As such, the potential for mineral resources to occur onsite is low. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. No locally-important mineral resource recovery sites are located on or near the Project site or are identified in the City of Lynwood General Plan. Therefore, Project-enabled development will not result in loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact would result.
The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, preliminary development plans, and the Noise Study prepared for the Project by Blodgett Baylosis Environmental Planning.

Noise

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

Due to the nature of the human ear, a sound must be approximately 10 dBA greater than the reference sound to be judged to be twice as loud. A 3 dBA change in community noise levels is noticeable, while 1-2 dB changes usually are not perceptible. Time variation in noise exposure typically is expressed in terms of the average energy over time (L_{eq}), or alternatively as a statistical description of the sound level that is exceeded over some fraction of a given observation period. Therefore, L_{50} represents the noise level that is exceeded 50 percent of the time. Other values typically noted during a noise survey include the L_{min} and L_{max} that represent the minimum and maximum noise levels obtained over a given period. This technique was used to characterize existing ambient noise environment in the Noise Study for the Project.

Quiet suburban areas typically have noise levels in the range of 40-50 dBA; arterial streets have 50-60 (or greater) dBA noise ranges. Normal conversational levels range from 60-65 dBA. Ambient noise levels greater than 65 dBA can interrupt conversations. Noise levels usually attenuate at a rate of 6 dBA for each doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of approximately 4.5 dBA per doubling of distance; corresponding noise attenuation from heavily traveled roads is approximately 3 dBA per doubling of distance from the noise source. Noise may be generated from a point source such as machinery or from a line source such as a road containing automobile traffic. Because the area of the sound wave increases as sound becomes farther from the noise-emitting source, less energy strikes any given point over the surface of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Objects that block the line-of-sight attenuate noise emanating from a source if the receptor is located within the shadow of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to attenuate the noise.

The principal sources of noise in the City of Lynwood are motor vehicles traveling on area roads and highways, aircraft activities, train operations, and commercial/industrial operations. The City General Plan identifies the greatest generators of noise to be transportation uses, particularly traffic along Interstate-105, Interstate-710, Atlantic Avenue, Imperial Highway, Long Beach Boulevard, and Martin Luther King Jr. Boulevard. In addition, the four rail lines that run along Alameda Street along the western boundary of the City and near the Project site and the Metro Green Line that runs on elevated tracks along Interstate-105 are significant noise generators. Aircraft approaching Los Angeles International Airport are the primary source of aircraft noise in Lynwood because flight paths from that Airport pass over the City. Noise generated by these aircraft is regulated by the Federal Aviation Administration; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne municipal Airport are the nearest municipal facilities, being respectively approximately 5½ miles and 7½ miles west of the Project site. Although aircraft-generated noise from these facilities would be audible from
the Project site, the Project site is outside the 55 dBA CNEL noise contours for both these airports. Also, many uses in industrial areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, child care centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood.

Regional and Local Regulatory Setting

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

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

Thresholds for Analysis

Would the project result in --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td></td>
<td>X</td>
<td></td>
<td>No Impact</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | X |  

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project areas to excessive noise levels? |  | X  

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? |  | X  

Discussion of Checklist Answers

a) Less than Significant Impact with Mitigation Incorporated

**Operational Noise**

The ambient noise environment at the Project site is dominated by noise associated with traffic along the adjacent Atlantic Avenue and the nearby Interstate 105 Freeway. The Noise Study for the Project documented recordings of a series of 100 discrete noise measurements in the center of the Project site approximately 50 feet from the Atlantic Avenue west curb face. The noise measurements were conducted on two weekdays (Thursday, June 7, 2018 at 10:00 a.m. and 1:00-1:45 p.m.; Friday, June 15, 2018 at 9:30 a.m. and 1:00-1:45 p.m.) The following Table summarizes results of the measurement surveys.

**Table 7 – Noise Measurement Results**

<table>
<thead>
<tr>
<th>Noise Metric</th>
<th>June 7, 2018</th>
<th>June 15, 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>$L_{\text{max}}$ (Maximum Noise Level)</td>
<td>77.6 dBA</td>
<td>83.3 dBA</td>
</tr>
<tr>
<td>$L_{\text{min}}$ (Minimum Noise Level)</td>
<td>51.8 dBA</td>
<td>52.7 dBA</td>
</tr>
<tr>
<td>$L_{50}$ (Noise Levels Less than 50% of Time)</td>
<td>58.6 dBA</td>
<td>64.0 dBA</td>
</tr>
<tr>
<td>$L_{75}$ (Noise Levels Less than 75% of Time)</td>
<td>60.9 dBA</td>
<td>66.9 dBA</td>
</tr>
<tr>
<td>$L_{90}$ (Noise Levels Less than 90% of Time)</td>
<td>63.6 dBA</td>
<td>70.0 dBA</td>
</tr>
<tr>
<td>$L_{99}$ (Noise Levels Less than 99% of Time)</td>
<td>68.4 dBA</td>
<td>73.6 dBA</td>
</tr>
<tr>
<td>AVERAGE NOISE LEVEL</td>
<td>58.7 dBA</td>
<td>64.1 dBA</td>
</tr>
</tbody>
</table>

The Table above also indicates variations in noise levels over time during the measurement period. The noise measurements indicated that overall the noise levels are below 65.0 decibels. However, the maximum noise levels during certain times of the day would exceed City standards. Exposure of Project residents to exterior ambient traffic noise along Atlantic Avenue thereby could be classified a potentially significant impact. The Noise Study prepared for the Project recommends the following be implemented to
address exterior ambient traffic noise from affecting interior noise levels of individual residential units. The following recommendations have been incorporated into Mitigation Measure MM-N-1.

- The building contractors will be required to install double-paned windows.
- All residential units must be equipped with central air conditioning.
- Noise dampening insulation must be installed in the building roof and walls that face Atlantic Avenue.

Construction Noise

Project-enabled development (grading and construction) is anticipated to begin in late-2018 or early-2019 and continue for approximately six months. Vehicles and construction equipment that will be use on-site will include haul trucks, bulldozers, scrapers, graders, and backhoes. Noise levels associated with Project-enabled grading and construction would be substantially higher than ambient noise levels on the Project site. As indicated previously, there are sensitive receptors (residential uses) to the west and to the east of the Project site. The Lynwood Noise Ordinance mandates that no construction activities will occur between 10:00 p.m. and 7:00 a.m. However, the Noise Study for the Project identifies the following conditions that will be required to further reduce potential temporary grading and construction noise impacts. The following have been incorporated into this document, and the Project, as Mitigation Measure MM-N-2.

- Future applicant or developer shall ensure all construction activities occur Monday through Friday between 7:00 a.m. and 6:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. Work during legal holidays shall be prohibited.
- Future applicant or developer shall ensure contractors use construction equipment that includes working mufflers and other sound suppression equipment to reduce machinery noise.
- Any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 decibels at any time when measured at or within the property lines of any property that is developed and used in whole or in part for residential purposes.
- Future applicant or developer shall place signage on the Project site’s main access gate notifying local residents as to the times and durations of construction activities. In addition, the sign must clearly identify a contact person and phone number that local residents may call to complain about noise or construction-related issues.
- To ensure noise from equipment and vehicles are kept to a minimum, the Project contractors shall ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.
- Construction vehicles (haul vehicles) should avoid traveling westbound on Josephine Street. This measure would reduce potential generation of vibration from construction vehicles.

b) No Impact.

Groundborne vibrations from anticipated development of Project Site will be kept to the Project site. Haul truck traffic will not be allowed to proceed along adjacent residential streets. Therefore, no potential impact will occur.
c) Less than Significant Impact

Noise associated with Project’s anticipated development (grading and construction) will be temporary in nature. The anticipated 67 multi-family residential units to be constructed on the vacant Project site will yield some increases in noise due to individuals and families residing on site and having use of automobiles on the property. Residents’ vehicles and service vehicles will yield some impacts in noise. However, the Project vicinity is heavily urbanized and Atlantic Avenue traffic now projects substantial noise. The Noise Study prepared for the Project does not indicate Project-development or operation will result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, the resultant impact is less than significant.

d) Less than Significant Impact with Mitigation Incorporated

Refer to a) above.

Implementation of Mitigation Measures MM-N-1 and MM-N-2 will ensure Project impacts related to exposure of Project residents and nearby residents will be reduced to a less than significant level.

e) No Impact

The Project site is not located within an airport land use plan or within two miles of a public airport or a public use airport. Therefore, Project-enabled development and operation will not expose people residing or working in the Project area to excessive noise levels. No impact will result.

f) No Impact

The Project site is not located within the vicinity of a private airstrip. Therefore, Project-enabled development and operation will not expose people residing or working in the Project area to excessive noise levels. No impact will result.

Mitigation Measures

MM-N-1 – Project Design – The following shall be incorporated into the design of any development.

- The building contractors will be required to install double-paned windows.
- All residential units must be equipped with central air conditioning.
- Noise dampening insulation must be installed in the building roof and walls that face Atlantic Avenue.

MM-N-2 – Construction Impacts – The following shall be incorporated into the design of any development.
- Future applicant or developer shall ensure all construction activities occur Monday through Friday between 7:00 a.m. and 6:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. Work during legal holidays shall be prohibited.
- The Applicant shall ensure contractors use construction equipment that includes working mufflers and other sound suppression equipment to reduce machinery noise.
- Any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 decibels at any time when measured at or within the property lines of any property that is developed and used in whole or in part for residential purposes.
- Future applicant or developer shall place signage on the Project site’s main access gate notifying local residents as to the times and durations of construction activities. In addition, the sign must clearly identify a contact person and phone number that local residents may call to complain about noise or construction-related issues.
- To ensure noise from equipment and vehicles are kept to a minimum, the Project contractors shall ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.
- Construction vehicles (haul vehicles) should avoid traveling westbound on Josephine Street. This measure would reduce potential generation of vibration from construction vehicles.

XIII. POPULATION AND HOUSING

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, Lynwood Transit Area Specific Plan EIR and preliminary development plans.

Physical Setting

Several single-family residences once occupied parts of the Project site in the early- and mid-20th century. However, those buildings have been demolished and the Project site is vacant.

Current uses on the immediately adjacent properties are as follows.

- North – Agnes Avenue with an Auto Zone commercial retail business
- South – Lavinia Avenue with Bolle’s Alignment vehicle repair shop
- East – South Atlantic Avenue with Yvonne Burke, John D. Ham Park beyond
- West – A paved alley with single-family residences and detached garages

Demographic Setting

According to United States Census data, the City of Lynwood’s population in 2014 was 71,846 (approximately 0.71 percent of the Los Angeles County population). In 2014, there were 15,852 housing units in the City (approximately 0.46 percent of the County’s housing units). The average number of persons per household in Lynwood was 4.42, which was 45 percent greater than the Countywide average of 3.04 persons per household. The average number of persons per household for owner-occupied housing in Lynwood is higher than for renter-occupied units.
The Southern California Association of Governments estimates the City of Lynwood population will increase by 5,800 persons between 2012 and 2040, which will represent approximately 0.4 percent of overall growth in Los Angeles County. During this period, the number of housing units in Lynwood is anticipated to increase by 1,500 units (0.22 percent of the overall County growth in units). The number of jobs in the City is anticipated to increase by 1,700 (accounting for 0.17 percent of overall growth in employment in Los Angeles County).

The jobs-to-housing ratio in a jurisdiction is indicative of the availability of jobs and housing and the balance between local work opportunities versus local housing availability. Based on the number of households and employment levels in Lynwood in 2012, the Southern California Association of Governments estimates the City has a jobs-to-housing ration of 0.63 jobs per household (relative to Los Angeles County’s ratio of 1.30 jobs per household). There generally is considered to be adequate housing to accommodate the labor market in a city when the jobs-to-housing ratio is close to 1.0. The City of Lynwood has a significantly lower ratio, which indicates there is a shortage of jobs for City residents and thereby Lynwood exports labor to surrounding areas.

**Regulatory Setting**

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

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

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

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

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

City of Lynwood 2014-2021 Housing Element

The 2014-2021 City of Lynwood Housing Element contains goals and policies that address the City’s current and future housing needs, including a housing program that responds to identified needs. Housing Element Goals include preserving and improving existing housing, encouraging a variety of housing types, providing housing assistance where needed and feasible, removing governmental constraints to development of new housing opportunities, and promoting equal housing opportunities.

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

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

- Goal 2 – Encourage a variety of housing types to meet the needs of City residents
- Goal 4 – Remove Governmental Constraints top the Development of New Housing Opportunities
  - Policy 4.2 – Provide for streamlined, timely, and coordinated processing of residential projects to minimize holding costs and encourage housing production

Thresholds for Analysis

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial 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)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Discussion of Checklist Answers

a) Less than Significant Impact

Based on the existing 4.55 persons per household ratio in Lynwood, it is expected that Project-enabled development would add 305 persons to the Lynwood population. The increase in population and the anticipated additional 67 multi-family residential units would amount to a very small increase in population growth and housing units in the Lynwood. The resultant impact level is less than significant.

b) No Impact

The Project site is vacant, unpaved and void of vegetation. Therefore, Project-enabled development and operation would not result in displacing any housing. Project-enabled development would provide additional housing opportunities for low- and moderate-income families within the City. The City of Lynwood General Plan encourages addition to the variety of housing stock in Lynwood. No impact would result.

c) No Impact

The Project site is vacant, unpaved and void of vegetation. Therefore, Project-enabled development and operation would not result in displacing any persons and no impact would result.

PUBLIC SERVICES

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the Lynwood Transit Area Specific Plan EIR, and the preliminary development plans.

Setting

Fire and Emergency Services

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

Police Services

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

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

**Schools**

The Lynwood Unified School District serves the City of Lynwood. Its boundaries are contiguous with the City boundaries. There are 12 elementary schools, three middle schools, and three high schools within the City. The following schools are nearest the Project site.

- Janie P. Abbott Elementary School (1,300 feet from the Project site)
- Mark Twain Elementary School (1,500 feet from the Project site)

**Libraries**

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

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i) Fire Protection?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>ii) Police Protection?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Discussion of Checklist Answers

a) i) Less than Significant Impact

Project-enabled development could add approximately 302 residents to the City, calculated at the current persons per household ratio of 4.55 for the affordable apartments and assuming 2 residents for the Manager’s apartment. In addition, the added residents would increase the demand for fire protection and emergency services on an incremental basis.

The City does not currently assess a Fire Impact Fee for new projects. The two existing fire stations are adequate for current City needs and do not require replacement at this time. Should the Los Angeles County Fire Department and the City of Lynwood determine additional facilities are necessary to provide fire protection services to the Project site and Project vicinity, the facilities could be located within the City. The potential demand for additional personnel, equipment and operational costs generated by Project-enabled development would be funded and offset through increased tax revenue generated from Project development. The City’s contract with the Los Angeles County Fire Department would ensure adequate facilities are available to accommodate Project development and operation. Therefore, the resultant impact would be less than significant.

ii) Less than Significant Impact

Reference XIV above.

Thereby, Project-enabled operation would increase the demand for law enforcement services on an incremental basis.

The potential demand for additional personnel, equipment and operational costs generated by Project development would be funded and offset through increased tax revenue generated from Project development. Furthermore, the City of Lynwood has established a public facilities development impact fee to be imposed on all new development or development projects for which a development permit is issued. The impact fee can be utilized to offset impacts to law enforcement services. Any proposed Project-enabled development will be required to comply with impact fee requirements in effect at time of building permit issuance. Therefore, the resultant impact would be less than significant.

iii) Less than Significant Impact

Project-enabled development would add approximately 47 students, calculated at the Lynwood Unified School District’s student generation rate of 0.7 students per unit for all housing types. The added student population would be distributed throughout the schools that serve the Project site, depending on grade level and location. The future Applicant or developer would be required to pay an in-lieu school impact fee. In accordance with Section 65995(h) of the California Government Code, 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.” Therefore, the resultant impact to school facilities would be less than significant.

iv) **Less than Significant Impact**

Project-enabled development would increase the service population of the Lynwood Public Library. However, because adequate capacity at existing libraries within the City of Lynwood and in adjacent communities (Compton, South Gate and Los Angeles) exists to serve residents of the anticipated development of the Project site, Project-enabled development and operation impacts to libraries would be less than significant.

v) **Less than Significant Impact**

Project-enabled development and operation impacts to park facilities are discussed in Section XV (Recreation), but are considered to be less than significant.

**XV. RECREATION**

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the Lynwood Transit Area Specific Plan EIR, and preliminary development plans.

**Setting**

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

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) 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?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Does the project include recreational facilities or require the construction or expansion of</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Discussion of Checklist Answers

a) Less than Significant Impact with Mitigation Incorporated

Should Project-enabled development add approximately 305 residents to the City population (at a factor of 4.55 persons per household), the park acreage deficit would increase by approximately 0.9 acres. To assist with ameliorating existing and future impacts to recreational facilities, the City has established a public facilities development impact fee (Municipal Code Section 11-19) that is imposed on all new development or development projects for which a development permit is issued. The City Manager or City Manager’s duly authorized designee and can be utilized to offset impacts to recreational facilities. Following payment of in-lieu fees and/or dedication of additional parkland facilities, as noted in Mitigation Measures MM-REC-1 below as part of Project-enabled development, the need for new facilities would be reduced and resultant impacts would be less than significant.

b) No Impact

Refer to a) above.

The anticipated Project-enabled development will have community rooms, an exercise room and public open space designed for exclusive use of anticipated Project residents and guests. These amenities will be located within the 4-story building. No expansion of recreational facilities will result in an adverse physical effect on the environment. Thereby, no impact will result.

Mitigation Measures

MM-REC-1 – The Applicant shall pay the appropriate Park/Recreation Impact Fees levied by the City of Lynwood to the City Parks and Recreation department or dedicate their pro-rata share of parkland to the City Parks and Recreation Department prior to issuance of a Certificate of Occupancy. If Fees are paid, the Fees shall be used for development of additional parks to help meet the City desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet City desired parkland standards of three acres per 1,000 residents. The Parks and Recreation Department shall verify payment of said Park/Recreation Impact Fees or land dedication. Payment of applicable State-mandated School Impact Fees also must be collected prior to issuance of a Certificate of Occupancy.
XVI. TRANSPORTATION AND TRAFFIC

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the “Atlantic Housing Development Traffic Impact Study” prepared for the Project by Infrastructure Engineers, and preliminary development plans.

Setting

The property occupies approximately 38,332 square feet bordered by Atlantic Avenue to the east, Agnes Avenue to the north, by Lavinia Avenue to the south, by Atlantic Avenue to the east and the Yvonne Burke Ham Park beyond across Atlantic Avenue, and by a paved alley and adjacent residential properties to the west (reference Figure 4 – Site Plan).

Access and Adjacent Roadways

Regional access to the Project site is provided by Interstate-105 and Interstate-710. Interstate-105 has three general purpose lanes and one high-occupancy vehicle lane in each direction.

Atlantic Avenue is a north-south four-lane major roadway. On-street parking generally is allowed in the vicinity of the Project site with the exception for street sweeping parking prohibitions. A raided median exists along Atlantic Avenue adjacent to the Project site that terminates to provide left-turn pockets at the Agnes Avenue intersection and the Yvonne Burke-John D. Ham Park southerly driveway. The speed limit along this portion of Atlantic Avenue is 40 miles per hour.

Agnes Avenue is an east-west two-lane collector roadway. On-street parking is allowed along most roadway segments with the exception for street sweeping parking prohibitions. Agnes Avenue has its eastern origin at Atlantic Avenue and extends west. The Agnes Avenue/Atlantic Avenue intersection is signalized. The prima facie speed limit along Agnes Avenue is 25 miles per hour.

Lavinia Avenue is an east-west two-lane local roadway. On-street parking is allowed on both sides of the street with the exception for street sweeping parking prohibitions. The roadway has its eastern origin at Atlantic Avenue and extends west. The Lavinia Avenue/Atlantic Avenue intersection is stop controlled. The prima facie speed along Lavinia Avenue is 25 miles per hour.

Pedestrian circulation in the Project area is provided primarily via sidewalks along Atlantic Avenue. There are no bicycle lanes within or adjacent to the Project site.

Traffic Counts

2018 Baseline (Existing) Scenario

Manual peak-hour traffic counts were conducted between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. on Wednesday, June 6, 2018 at three key intersections within the Project vicinity. Table 8 below presents the Level of Service (LOS) results based on 2018 existing traffic conditions at each of the three intersections studied. Each of the intersections operate at acceptable levels (LOS “D” or better) during AM and PM peak hours.

Table 8 – 2018 Existing LOS Summary
<table>
<thead>
<tr>
<th>#</th>
<th>Intersection</th>
<th>Intersection Control Type</th>
<th>Peak Hour</th>
<th>2018 Existing LOS</th>
<th>V/C (Delay)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlantic Avenue/ Agnes Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>B</td>
<td>58.0%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>A</td>
<td>52.8%</td>
</tr>
<tr>
<td>2</td>
<td>Atlantic Avenue/Carlin Avenue</td>
<td>Signal</td>
<td>AM</td>
<td>C</td>
<td>70.6%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>C</td>
<td>66.9%</td>
</tr>
<tr>
<td>3</td>
<td>Atlantic Avenue/Lavinia Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>D</td>
<td>30.2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>D</td>
<td>30.2%</td>
</tr>
</tbody>
</table>

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

X

Discussion of Checklist Answers

a) Less than Significant Impact

Vehicular access to the Project site will be provided by the alley west of, and parallel to Atlantic Avenue. This alley currently provides access to residential garages to the rear of homes along the east side of 1st Avenue (reference Figure 4 – Site Plan).


2020 Ambient Level of Service

The Project is anticipated to be fully constructed and occupied by 2020. Therefore, traffic volumes noted in Table 7 above were assumed to increase by a general traffic volume growth factor of 2% (1% per year) to create an estimate of 2020 traffic volumes. The annual growth rate was derived from the “Congestion Management Program (CMP) for Los Angeles County” using rates published for the City of Downey because no rates were published for the City of Lynwood and Downey was the closest city for which rates were published. The Congestion Management Program is published by the Metropolitan Transportation Authority.

Table 8 below presents a summary of LOS results based on 2020 ambient traffic conditions at each of the three intersections studied. As indicated, two of the three intersections operate at acceptable levels (LOS “D” or better) during AM and PM peak hours. Atlantic Avenue and Lavinia Avenue/Park Driveway is forecast to operate at LOS “F” during the AM peak hour, which is not unexpected nor unusual for a local street intersection with a major arterial. However, this suggests a signal warrant investigation may be appropriate.

Table 9 – 2020 Ambient LOS Summary

<table>
<thead>
<tr>
<th>#</th>
<th>Intersection</th>
<th>Intersection Control Type</th>
<th>Peak Hour</th>
<th>2018 Existing LOS</th>
<th>V/C (Delay)</th>
<th>2020 Ambient LOS</th>
<th>V/C (Delay)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlantic Avenue and Agnes Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>B</td>
<td>58.0%</td>
<td>B</td>
<td>58.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>A</td>
<td>52.8%</td>
<td>A</td>
<td>53.6%</td>
</tr>
<tr>
<td>2</td>
<td>Atlantic Avenue/Carling Avenue</td>
<td>Signal</td>
<td>AM</td>
<td>C</td>
<td>70.6%</td>
<td>C</td>
<td>71.7%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>C</td>
<td>66.9%</td>
<td>C</td>
<td>67.9%</td>
</tr>
<tr>
<td>3</td>
<td>Atlantic Avenue and Lavinia Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>D</td>
<td>30.2%</td>
<td>F</td>
<td>177.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PM</td>
<td>D</td>
<td>30.2%</td>
<td>D</td>
<td>33.0%</td>
</tr>
</tbody>
</table>
Therefore, Project development and operation does not degrade traffic operations below those acceptable in the City’s General Plan. The Project is consistent with the City’s adopted plans and policies.

**2020 Ambient plus Cumulative Projects**

The traffic generated by the cumulative project totaled one trip during the AM peak hour and two trips during the PM peak hour. Therefore, since there was only one project identified by the City of Lynwood, cumulative analysis was determined unnecessary for the Project.

**2020 Ambient plus Atlantic Housing Development**

Table 9 below presents a summary of LOS results based on the 2020 ambient plus Project traffic condition at each of the three intersections studied. Two of the three intersections would continue to operate at acceptable levels (LOS “D” or better) during the AM and PM peak hours. The Atlantic Avenue and Lavinia Avenue/Park Driveway intersection is forecast to operate at LOS “F” during the AM peak hour and LOS “E” during the PM peak hour.

**Table 10 – 2020 Ambient plus Project LOS Summary**

<table>
<thead>
<tr>
<th>#</th>
<th>Intersect. Control Type</th>
<th>Intersect. Control Type</th>
<th>Peak Hour</th>
<th>2018 Existing</th>
<th>2020 Ambient</th>
<th>2020 Ambient plus Project</th>
<th>% Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>LO S</td>
<td>V/C Delay</td>
<td>LO S</td>
<td>V/C Delay</td>
</tr>
<tr>
<td>1</td>
<td>Atlantic Avenue and Agnes Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>B 58.0 %</td>
<td>B 58.8%</td>
<td>B 59.2%</td>
<td>0.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PM A 52.8 %</td>
<td>A 53.6%</td>
<td>A 53.8%</td>
<td>0.2%</td>
</tr>
<tr>
<td>2</td>
<td>Atlantic Avenue/Carlton Avenue</td>
<td>Signal</td>
<td>AM</td>
<td>C 70.6 %</td>
<td>C 71.7%</td>
<td>C 72.1%</td>
<td>0.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PM C 66.9 %</td>
<td>C 67.9%</td>
<td>C 68.2%</td>
<td>0.3%</td>
</tr>
<tr>
<td>3</td>
<td>Atlantic Avenue and Lavinia Avenue/Park</td>
<td>Signal</td>
<td>AM</td>
<td>F 30.2 %</td>
<td>F 177.8%</td>
<td>F 177.8%</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PM D 30.2 %</td>
<td>D 33.0%</td>
<td>E 35.1%</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

Table 9 demonstrates the Project-enabled development has less than a ½ percent impact to the capacity of all intersections with the exception of the un-signalized Atlantic Avenue and Lavinia Avenue/Park Driveway during the PM peak hour. The impact of Project-generated traffic to the Lavinia Avenue intersection is limited to the PM peak hour thru movement that changes the impact focus to westbound Park driveway approach, which then calculates to LOS E. The Atlantic Avenue and Lavinia Avenue/Park Driveway is not
signalized. Vehicular traffic approaches for northbound and southbound Atlantic Avenue are uncontrolled where stop signs are installed on eastbound Lavinia Avenue and westbound Park Driveway. As stated previously, it is not unexpected nor unusual for a local street intersection with a major arterial to experience a poor level of service. However, this suggests a signal warrant investigation may be appropriate. A Signal Warrant Analysis follows.

**Signal Warrant Analysis**

The Traffic Signal Warrant Analysis indicates warrants for signalization are based on requirements presented in the California Manual of Uniform Traffic Control Devices (CA-MUCD), 2014 edition. The following Table 10 summarizes results of the Analysis, which determined a traffic signal is not warranted at the Atlantic Avenue and Lavinia Avenue/Park Driveway intersection.

**Table 11 – Traffic Signal Warrant Summary**

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Description</th>
<th>Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 1A</td>
<td>8-Hour Vehicular Volume</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 1B</td>
<td>8-Hour Interruption of Continuous Traffic</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 1C</td>
<td>Combination of Warrants</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 2</td>
<td>4-Hour Vehicular Volume</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 3A</td>
<td>Peak Hour Delay</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 3B</td>
<td>Peak Hour Volume</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 4</td>
<td>Pedestrian Volume</td>
<td>N/A</td>
</tr>
<tr>
<td>School Areas</td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>Warrant 5</td>
<td>Progressive Movement</td>
<td>N/A</td>
</tr>
<tr>
<td>Warrant 6</td>
<td>Accident Experience</td>
<td>No</td>
</tr>
<tr>
<td>Warrant 7</td>
<td>Systems Warrant</td>
<td>N/A</td>
</tr>
</tbody>
</table>

The resultant level of impact pertaining to potential Project conflict with an applicable plan, ordinance or policy establishing effectiveness for the performance of the circulation system is less than significant.

**b) Less than Significant Impact**

Reference XVI(a) above.

The Congestion Management Program requires circulation improvements be recommended at any intersection that operates at unsatisfactory level of service. For intersections that meet a jurisdiction’s minimum level of service standard under existing condition, circulation improvements must maintain conformance with that standard. For intersections that fail to meet a jurisdiction’s minimum level of service standard under existing conditions, circulation improvements must maintain the existing level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. As demonstrated in the Traffic Impact Study prepared for the Project, added traffic and resultant impact on roadways and intersections in the Project vicinity will not conflict with the Los Angeles County Congestion Management
Program standards established for designated roads or highways. The resultant level of impact of Project-enabled development and operation is less than significant.

c) No Impact

Project-enabled development will not encroach into air traffic space nor result in any effects on demand for local air service or volumes of air traffic. Project-enabled development will not alter air traffic patterns. Therefore, no impact will result.

d) Less than Significant Impact

Vehicular access to the Project site will be provided by the alley west of, and parallel to Atlantic Avenue. This alley currently provides access to residential garages to the rear of homes along the east side of 1st Avenue, just west of the paved alley bordering the Project site to the west (reference Figure 4 – Site Plan). Preliminary development plans identify access to a first floor parking is via a driveway positioned near the center of the Project site. A center driveway will accommodate inbound and outbound traffic to the first floor parking. Access to basement parking is provided toward the outer edges of the Project. Inbound vehicular access is via a down-ramp to the southerly side of the Project site; outbound vehicular egress is via an up-ramp at the northerly side of the Project site. Parking for the Project-enabled development is preliminary identified on the ground level (first floor) and in one subterranean level (basement).

Preliminary driveways are designed according to City of Lynwood Code requirements. Project driveways will not create conflicts for motorists, pedestrians, or bicyclists. No existing traffic hazards are known to exist in the immediate vicinity of the Project. Therefore, the resultant level of impact of Project development and operation is less than significant.

e) Less than Significant Impact

Vehicular access and emergency access to the Project site will be provided by the alley west of, and parallel to Atlantic Avenue. This alley currently provides access to residential garages to the rear of homes along the east side of 1st Avenue. In addition, the Project site is directly adjacent to Atlantic Avenue, which has parking spaces designated.

According to preliminary development plans, interior drive aisles within the Project site parking area will have a minimum width of 25 feet to provide adequate emergency access. Project driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes and building codes established by the City of Lynwood Public Works Department and the Los Angeles County Fire Department. The preliminary parking layout is designed to meet City requirements to allow emergency vehicles adequate access to the Project. The Project-enabled development preliminary design will not result in inadequate emergency access from any of the Project borders. The resultant level of impact is less than significant.

f) No Impact

Project-enabled development will not conflict with adopted policies or plans supporting alternative transportation modes such as bus transit, bicycles or pedestrian paths. The Project-enabled development will not cause changes to existing roadway designations in
the City of Lynwood General Plan. In addition, Project-enabled development will not result in removal of any existing transit or alternative transportation facilities. Therefore, no impact will result.
XVII. TRIBAL CULTURAL RESOURCES

The discussion in this section is derived from information contained in the City of Lynwood General Plan, communications from Tribal Cultural Groups and the Project plans.

Setting

Cultural Setting

Prehistory

California prehistory can be divided into three major periods, beginning in 6000 B.C. and extending to 1771 A.D. The period from 6000 to 1000 B.C. has been described as the Millingstone Horizon by Wallace (1955, 1987) and is typified by an abundance of milling stones and relatively few projectile points, which reflects a primary emphasis on collection of seeds. This earliest period is followed by Intermediate Period Cultures after approximately 1000 B.C. (Wallace 1955, 1978), which was a period that witnessed important technological changes that may be associated with increasing population levels and the beginnings of resource intensification. The appearance of the mortar and pestle is believed to reflect the increasing importance of acorns in the diet; the transition from dart to arrow points by the end of the period indicates the appearance of the bow and arrow. The Late Prehistoric Period (Wallace’s [1955] Horizon IV and Warren’s [1968] Shoshonean Tradition) appears in Orange County at approximately A.D. 600 and extended to A.D. 1771 (Koerper 1981); Mason 1991). Shell beads, small arrow points and, more recently, ceramics are common at these sites.

Regulatory Background

United States Native American Graves Repatriation Act

The federal Native American Graves Repatriation Act recognizes the following types of evidence of cultural affiliation: geographical; kinship; biological; archaeological; anthropological; linguistic; folklore; oral tradition; historical; or other relevant information or expert opinion. Specifically, the court in Pueblo of Sandia observed that the affidavit of a tribal elder and religious leader which listed religious practices and alluded to sacred sites, minutes of a working group meeting that showed a site was used for ceremonial, religious, and medicinal purposes, and an anthropologist’s report on a tribe’s religious and cultural affiliation with a site that noted ceremonial paths and herbs uses, were all forms of evidence (Pueblo of Sandia v. United States (1995)).

California State Public Resources Code

California State Public Resources Code policies and regulations protect archaeological, paleontological and historical sites. Public Resources Code protections are as follows.

- Sections 5020-5029.5 – These Section provide for continuation of the former Historical Landmarks Advisory Committee as the State Historical Resources Commission, which is in charge of overseeing the administration of the California Register of Historical Resources and is responsible for designation of State Historical Landmarks and Historical Points of Interest
- Sections 5079-5079.65 – These Sections provide definitions of the functions and duties of the Office of Historic Preservation, which is responsible for administration of federally
and state-mandated historic preservation programs in California and the California Heritage Fund

- Sections 5097.9-5097.998 – These Sections provide protection to Native American historical and cultural resources and sacred sites and identifies powers and duties of the Native American Heritage Commission; requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave materials.

**California Senate Bill 18**

California State law provides for limited protection of Native American prehistoric, archaeological, cultural, spiritual and ceremonial places, such as the following: sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological sites; and, sacred sites.

California Senate Bill 18 placed new requirements on local governments for developments in or near a Traditional Tribal Cultural Place (TTCP). Local jurisdictions must provide opportunities for involvement of California Native American tribes in the land planning process to preserve traditional tribal cultural places. The Final Tribal Guidelines recommends the Native American Heritage Commission provide written information within 30 days to inform the Lead Agency if a proposed project is determined to be near a TTCP and another 90 days for tribes to respond to a local government if the tribes want to consult to determine whether the project would have an adverse impact on the TTCP.

SB 18 also amended California Civil Code Section 815.3 to add California Native American tribes to the list of entities that can acquire and hold conservation easements to protect their cultural places.

**California Assembly Bill 52**

Governor Brown signed Assembly Bill Number 52 on September 25, 2014. California Assembly Bill 52 became effective on July 1, 2015. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

Assembly Bill 52 added “tribal cultural resources” to categories of cultural resources that are specifically required to be protected under CEQA. “Tribal resources” are defined as either (1) sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe” that are included in the State register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the State register; or, (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the State register. Under this legislation, a project that may cause a substantial adverse change in the significance of a tribal cultural resource is defined as a project that may have a significant effect on the environment. Where a project may have a significant impact on a tribal cultural resource, the lead agency’s environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact.

Assembly Bill 52 further requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If a tribe requests consultation within 30 days upon receipt
of the notice, the lead agency must consult with the tribe. Consultation may include discussing type of environmental review necessary, significance of tribal cultural resources, significance of project impacts on tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes mutual agreement cannot be attained.

The legislation also identifies Mitigation Measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include the following.

- Preservation in place
- Protecting the cultural character and integrity of the resource
- Protecting the traditional use of the resource
- Protecting the confidentiality of the resource
- Permanent conservation easements with culturally appropriate management criteria

**California Public Resources Code**

Under existing law, environmental documents must not include information about the location of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act. (Cal Code Regulations. Section 15120(d)) Native American graves, cemeteries and sacred places and records of Native American places, features and objects also are exempt from disclosure. This exclusion reflects California’s strong policy in favor of protecting Native American artifacts. Confidential cultural resource inventories or reports generated for environmental documents should be maintained by the lead agency under separate cover and shall not be available to the public.

Public Resources Code provisions include additional rules that govern confidentiality during tribal consultation (Public Resources Code, Section 21082.3(c)). First, information submitted by a California Native American tribe during the environmental review process may not be included in the environmental document or disclosed to the public without the prior written consent of the tribe. Consistent with current practice, confidential information may be included in a confidential appendix. A lead agency may exchange information confidentially with other public agencies that have jurisdiction over the environmental document. This confidentiality protection extends to a tribe’s comment letter on an environmental document. A lead agency can summarize tribal comment letters in a general way while still maintaining confidentiality. Secondly, an exception to the general rule prohibiting disclosure is that the lead agency and the tribe may agree to share confidential information regarding tribal cultural resources with the project applicant and its agents. In that case, the project applicant is responsible for keeping the information confidential, unless the tribe consents to disclosure in writing, in order to prevent looting, vandalism, or damage to the cultural resource. The project applicant must use a reasonable degree of care to protect the information. Additionally, information that is already publically available, developed by the project applicant, or lawfully obtained from a third party that is not the tribe, lead agency, or another public agency may be disclosed during the environmental review process. Thirdly, the new law does not affect any existing cultural resource or confidentiality protections. Fourthly, the lead agency or another public agency may describe the information in general terms in the environmental document. This is so that the public is informed about the basis of the decision, while confidentiality is maintained.
California Public Resources Code Section 21084.3(b) indicates culturally appropriate mitigation for a tribal cultural resource is different than mitigating impacts to archaeological resources and appropriate mitigation measures should be identified through consultation with the tribal government. If the lead agency determines a Project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the Public Resources Code describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize significant adverse impacts. Examples of such mitigation measures include the following.

- Avoidance and preservation of the resources in place, including but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including but not limited to, the following:
  - Protecting the cultural character and integrity of the resource
  - Protecting the traditional use of the resource
  - Protecting the confidentiality of the resource
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
- Protecting the resource

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is; 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Discussion of Checklist Answers

a) Less than Significant Impact with Mitigation Incorporated

The Project site is vacant. Grading will be necessary to prepare the property for accommodating any Project-enabled development. However, no cultural resources (historical; archaeological; paleontological) or human remains are known to exist on the Project site. There may be a possibility of discovery of paleontological resources or human remains associated with Native American settlement beneath the surface. Project development, facilitated by the proposed General Plan Amendment and Zoning Code Amendment, could potentially result in discovery of human remains because sub-surface grading would need to be made to accommodate the anticipated mixed-use building and parking garage.

In the event human remains are encountered during Project development, Mitigation Measures MM-TCR-1 and MM-TCR-2 would be required. Pursuant to this Mitigation the proper authorities would be notified if human remains were encountered and standard procedures for respectful handling of human remains in compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would be implemented. With implementation of the Mitigation Measures, potential Project-generated impacts to Tribal Cultural Resources would be less than significant.

Mitigation Measures

MM-TCR-1 – Prior to issuance of the first preliminary or precise grading permit, the following note shall be placed on the grading plans.

“In the event human remains are encountered during Project development (grading and construction), the following steps shall be taken:

- There shall be no further excavation or disturbance of the Project site until the Los Angeles County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the Coroner determines the remains to be Native American, then the Coroner shall contact the Native American Heritage Commission within 24 hours and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely
descendant may make recommendations to the Applicant or City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code Section 5097.98, which shall be considered and implemented by the Applicant, as appropriate, in coordination with the City of Lynwood.

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with recommendations of the most likely descendant or on the property in a location not subject to further sub-surface disturbance:
  - The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;
  - The descendant identified fails to make a recommendation; or,
  - The Applicant rejects the recommendation of the descendant and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner

**MM-TCR-2** – A licensed professional archaeological/paleontological observer shall be present on the Project site to observe grading activities according to a schedule as appropriate and as approved by the Director of Public Works. Should artifacts be found that may be related to Native American cultures, grading operations shall be halted and the Applicant shall inform appropriate identified Tribal Councils, whose representative(s) shall determine the disposition of the found artifacts.
XVIII. UTILITIES AND SERVICE SYSTEMS

The discussion and analysis in this section is derived from information contained in the City of Lynwood General Plan, the Lynwood Transit Area Specific Plan EIR, and the preliminary development plans.

Setting

Several single-family residences occupied part of the Project site during the early- and mid-20th century, possibly at a time before there was access to the City of Lynwood sanitary sewer system. Septic systems or cesspools may have been associated with these residences and may still exist on the Project site.

Water Supply

Water supply to the Project site derives primarily from local groundwater extracted from the Central Groundwater Basin. The City of Lynwood also imports water purchased from the Metropolitan Water District (MWD) via the Central Basin Municipal Water District (CBMWD) and recycled water provided by CBMWD. Approximately 90 percent of the water supply is provided by the City's active groundwater wells located throughout Lynwood. The City supplements its groundwater supply with imported water from its connection to CBMWD on an as needed basis. In addition to imported water and groundwater, Lynwood’s water supply system includes four 8-inch emergency interconnections with the City of Compton and one 8-inch connection with the City of South Gate. In addition, Lynwood has access to imported water from the Colorado River and the Sacramento-San Joaquin River Delta in Northern California, which provide Southern California with more than 2 million acre-feet of water annually for urban use. The Colorado River supplies 600,000-800,000 acre-feet for urban purposes in MWD's service area.

The City of Lynwood distributes its water to customers through an approximately 90-mile long network of distribution mains with pipelines ranging from 2 inches to 16 inches in diameter. The water system consists of one pressure zone that provides sufficient water pressure to customers. The City also maintains a booster pump station consisting of three pumps that can deliver up to 3,600 gallons per minute. The City maintains of water storage reservoir with a capacity of 3 million gallons for storage and fire flow requirements.

Wastewater

The Project site is located in the Los Angeles County Sanitation District Number 1. The Sanitation District owns, operates and maintains the large trunk sewers that serve the regional wastewater conveyance system in Lynwood. Wastewater is collected through a Citywide system of gravity sewers and lift stations and conveyed to the Los Angeles County Sanitation District’s Joint Water Pollution Control Plant in the City of Carson. Treated effluent then is discharged through an ocean outfall. The Control Plant has a design capacity of 400 million gallons per day and according to the Sanitation Districts of Los Angeles, 2016, currently processes an average daily flow of 258.4 million gallons per day. The Joint Water Pollution Control Plant is maintained and operated per guidance provided in the City of Los Angeles Regional Sewer System Management Plan, which provides direction for maintenance, repairs, rehabilitation and funding, and also supplies guidance for which hydraulic modeling to use in system design planning, capacity studies to anticipate where and how system improvements are needed, and contingency plans for emergency response. The Pollution Control Plan does not produce recycled water, but the Los Coyotes Water Reclamation Plant in Cerritos provides those recycled water services.
The City of Lynwood maintains the local system of sewer lines that collects wastewater. Local sewer mains transfer sewage to County Sanitation District trunk lines where the sewage is received at the Pollution Control Plant. The City wastewater system is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board and the United States Environmental Protection Agency.

**Solid Waste**

The City of Lynwood contracts with Waste Resources, Inc. to provide direct collection services for solid waste, recycling and yard waste disposal services. The Los Angeles Regional Agency, an agency approved by the California Integrated Waste Management Board, assists the City of Lynwood to achieve Assembly Bill 939 recycling goals. Recyclables are processed at both the Puente Hills Material Recovery Facility (permitted for 4 tons per day) in Whittier and the Downey Area Recycling and Transfer Facility (permitted for 5 tons per day) in Downey. Waste generated in Lynwood is taken to two landfills in Orange County - - the Frank R. Bowerman landfill (11002 Bee Canyon Road in the City of Irvine) is permitted to receive a daily maximum of 11,500 tons; and the Olinda Alpha Sanitary landfill in the City of Brea. As of 2016, the remaining capacity at the Frank R. Bowerman landfill is 205 million cubic yards (CalRecycle, 2016) and 36.5 million cubic yards at the Olinda Alpha Sanitary landfill.

**Regulatory Setting – Water**

**State of California**

Following is a discussion of State agencies and legislation that regulate water quality. The California State Department of Public Health, State Water Resources Control Board, and the Regional Water Quality Control Board regulate quality of drinking water in Lynwood. The Urban Water Management Planning Act of 1983 requires all urban water suppliers in California to prepare and adopt an Urban Water Management Plan and update the Plans every five years. This requirement applies to all suppliers that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year. The City of Lynwood distributes water to approximately 9,000 customers. Senate Bill 610 amended the California Water Code to require detailed analysis of water supply availability for certain types of development. The primary purpose of Senate Bill 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies and ensuring that land use decisions for certain types of development projects are fully informed as to whether sufficient water supplies are available to meet project demands.

**Regional and Local**

The City of Lynwood operates under the Metropolitan Water District of Southern California’s Regional Urban Water Management Plan (RUWMP) and the City of Lynwood Urban Water Management Plan (UWMP). All applicants/proponents for new construction and rehabilitated landscapes are required to comply with the City of Lynwood Water Efficient Landscaping Ordinance that was adopted in February, 2016. To meet Water Efficient Landscape Ordinance requirements all landscaping meeting a 2,500 square foot threshold must comply with the Ordinance by submitting a landscape documentation package that includes a grading, landscape and irrigation plan and water budget calculations not to exceed the maximum water allowance.

**City of Lynwood General Plan**
Applicable City of Lynwood General Plan actions pertaining to domestic water are as follows.

- **Goal DW-1**: Provide for the planning and funding mechanism to construct, and expand, and maintain water facilities (transmission, storage, distribution, and treatment) needed to meet current and future demand
  - Policy DW-1.1: The City shall provide an adequate supply of domestic water needed to meet current City demand and future developments
  - Policy DW-1.2: The City shall ensure that adequate funding is available to improve existing and construct new water facilities
  - Policy DW-1.3: The City shall require that water conservation measures be implemented into all construction projects
  - Policy DW-1.4: The City shall encourage the use of reclaimed water

**Regulatory Setting – Wastewater**

**State of California**

State and federal water quality regulations provide the basis for State standards for wastewater treatment plant effluent. The Regional Water Quality Control Boards set specific requirements for community and individual wastewater treatment and disposal and reuse facilities via issuance of Waste Discharge Requirements. The California State Department of Public Health establishes specific requirements for treated effluent reuse or recycled water.

**Regional and Local**

**City of Lynwood General Plan**

The following are General Plan actions that are applicable to Project development.

- **Goal WCT-1**: Provide for the planning and funding mechanism to construct, expand, and maintain wastewater facilities (collection and treatment) needed to meet future demand
  - Policy WCT-1.1: The City shall work to ensure that an adequate wastewater collection and treatment system is available to service current demand and future developments
  - Policy WCT-1.2: The City shall work with the County of Los Angeles to maintain and operate their wastewater facilities in a manner that does not jeopardize the public’s health, safety, or welfare
  - Policy WCT-1.3: The City shall work with the County of Los Angeles to assure that they have adequate funding available to maintain/improve existing and construct new sewer facilities
  - Policy WCT-1.4: The City shall work with the County of Los Angeles to pursue opportunities for the use of reclaimed wastewater

**Regulatory Setting – Solid Waste**

**State of California**

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires each city or county source reduction and recycling element to include an implementation schedule
demonstrating that the city or county must divert 50 percent of solid waste from landfill disposal or transformation.

**Regional and Local**

**City of Lynwood General Plan**

The following pertain to Project development.

- **Goal SW-1**: Provide for the efficient collection, disposal, recycling and reuse of solid waste.
  - **Policy SW-1.1**: The City shall work with Western Waste to ensure low-cost refuse disposal is available for residential, industrial and commercial properties

**Thresholds for Analysis**

Would the project --

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) 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?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Checklist Answers**

**a) Less than Significant Impact**

Project-enabled development is estimated to generate up to 10,452 gallons/day of wastewater. The existing wastewater treatment capacity would be sufficient to accommodate Project development and operation. Therefore, the resultant impact will be less than significant.

**b) Less than Significant Impact with Mitigation Incorporated**

Project-enabled development would generate a new source of wastewater that would flow through the existing Joint Water Pollution Control Plant system. Local conveyance infrastructure will be upgraded as necessary in accordance with an existing maintenance plan but would not be required to be upgraded as a result of Project-enabled development. Therefore, Project-enabled development resultant impact will be less than significant. In addition, Policy WCT-1.1 under General Plan Goal WCT-1 states that the City shall work to ensure an adequate wastewater collection and treatment system is available to service current demand and future development. Therefore, Project-enabled development will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects and the resultant impact will be less than significant.

**c) Less than Significant Impact**

Refer to b) above.

**d) Less than Significant Impact**

The Project site is located in the City of Lynwood Water Service Area. The City operates under the Metropolitan Water District of Southern California’s Regional Urban Water Management Plan and the City of Lynwood Urban Water Management Plan, which calculates water supply requirements in their service areas through the year 2035, along with water supply availability and reliability of existing and potential water sources through the year 2035. The Project site is located within the Lynwood Urban Water Management Plan.

Project-enabled development will be required to comply with the City of Lynwood’s Water Efficient Landscaping Ordinance (Lynwood Municipal Code Article 45). To comply with Water Efficient Landscape Ordinance requirements, all landscaping meeting the 2,500 square foot threshold must comply with the Ordinance by submitting a landscape documentation package that includes a grading, landscape and irrigation design plan and water budget calculations not to exceed the maximum water allowance.
Project-enabled development will occur in compliance with Lynwood General Plan goals and policies and with Lynwood Transit Area Specific Plan objectives. Project-enabled development would generate an increased demand for water.

Project-enabled development would increase water demand by approximately 11,323 gallons for the anticipated multi-family residential Project. These determinations are based on water demand of 169 gallons/day for residential development. The City also has acknowledged that efficient water use is the foundation of its current and future water planning and operation policies and thereby has encouraged its customers to practice water wise conservation measures, which has enabled Lynwood to maintain relatively stable total water consumption levels over the past 16 years despite increases in City residential population and commercial uses.

Compliance with water conservation strategies contained in the City of Lynwood General Plan would help ensure sufficient supplies are maintained to accommodate Project-enabled development and operation and will ensure resultant Project impacts will remain at a less than significant level.

e) Less than Significant Impact

The Project site is located in Los Angeles County Sanitation District Number 1. The Sanitation District owns, operates and maintains the large trunk sewers serving the regional wastewater conveyance system in Lynwood. Wastewater is collected via a Citywide network of gravity sewers and lift stations and conveyed to the County Sanitation District Joint Water Pollution Control Plant in the City of Carson. The Plan has a design capacity of 400 million gallons per day and currently process an average daily flow of 258.4 million gallons per day. The local system of sewer lines that collects wastewater is maintained by the City of Lynwood. The City’s wastewater collection system is regulated under jurisdiction of the Los Angeles Regional Water Quality Control Board, the State Water Resources Control Board, and the United States Environmental Protection Agency.

Project-enabled development is estimated to generate up to 10,452 gallons/day of wastewater. The existing wastewater treatment capacity would be sufficient to accommodate Project development and operation. Therefore, the resultant impact will be less than significant.

f) Less than Significant Impact

The City of Lynwood contracts with Waste Resources, Inc. to provide direct collection services for solid waste, recycling and yard waste services. The Los Angeles Regional Agency, an agency approved by the California Integrated Waste Management Board, assists member cities including the City of Lynwood to achieve Assembly Bill 939 recycling goals. Recyclables are processed at the Puente Hills Material Recovery Facility (permitted for 4,000 tons per day) in Whittier and the Downey Area Recycling and Transfer Facility (permitted for 5,000 tons per day) in Downey. Waste generated in Lynwood is taken to two landfills in Orange County: the Frank R. Bowerman landfill (11002 Bee Canyon Access Road, Irvine), which is permitted to receive a daily maximum of 11,500 tons per day; and, the Olinda Alpha Sanitary landfill in Brea. The remaining capacity at the Frank R. Bowerman landfill (as of 2016) is 205 million cubic yards (CalRecycle 2016a) and at the Olinda Alpha Sanitary landfill stands at 36.5 million cubic yards (CalRecycle 2016b).
The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires each city or county’s source reduction and recycling element to include an implementation schedule showing that a city or county must divert 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. California Senate Bill 1016 (2008) requires the 50 percent diversion requirement to be calculated on a per capita disposal rate equivalent. The resultant Project impact will be less than significant.

**g) Less than Significant Impact**

Project-enabled development will result in generation of approximately 819 pounds/day of solid waste based on generation rates for multi-family residential use of 12.23 pounds/household/day.

In accordance with the California Integrated Waste Management Act of 1989, cities and counties are required to divert 50 percent of all solid waste from landfills. This would equate to diverting 410 pounds/day for the Project. Project waste disposal facilities throughout Los Angeles County are managed per the Countywide Integrated Waste Management Plan, which anticipates disposal needs and identifies policies for achieving waste management goals throughout the County. Continued implementation of the Countywide Integrated Waste Management Plan would ensure sufficient solid waste disposal capacity for full build out of the Project. Therefore, Project development impact will comply with applicable federal, State and local regulations pertaining to disposal of solid waste and the resultant impact will be less than significant.
XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to 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, 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?

Less than Significant Impact

Project-enabled development (grading; construction) and operation will improve a vacant ~.88-acre site. No fish or wildlife species or related habitat occurs on site. No rare or endangered plant species will be eliminated. No impacts to biological resources will occur as a result of Project-enabled development.

No historical or archaeological resources are known to occur on the Project site. Any discovery of archaeological, paleontological or tribal cultural resources that may occur during Project development will be subject to Mitigation Measures delineated in the Cultural Resources and Tribal Cultural Resources Sections of this document. The resultant impact will be ensured to be less than significant.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in the connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact

In conjunction with other planned development within and near the Project site, Project-enabled development and operation has small potential to contribute to cumulative environmental impacts. Although Project-enabled development and operation will contribute to additional traffic generation, the resultant impact to adjacent and nearby roadways and intersections will be less than significant. In addition, Project-enabled development and/or operation contribution to aesthetics, air quality, geology and soils, hydrology and water quality, noise, and recreation were determined to be less than significant with implementation of noted Mitigation Measures. Project contribution to cumulative impacts pertaining to all other CEQA topical categories of analysis were determined to result in less than significant impacts or to have no impact in nature and in combination with requirements of the State of California, regional agencies and the City of Lynwood.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact

The potential for Project-enabled development and operation resulting in direct or indirect environmental impacts to humans was evaluated for aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water
quality, noise, public services, recreation, transportation and traffic, and utilities and service systems. Resultant Project development and/or operation impacts were determined to be less than significant outright or with recommended Mitigation Measures implemented.

-THE END-
REFERENCES

Blodgett Baylosis Environmental Planning, “Air Quality & Noise Study – 67 Unit Apartment Development West of Atlantic Avenue, Between Agnes Ave. and Lavinia Ave., Lynwood, California” (June 27, 2018)

City of Lynwood, City of Lynwood General Plan (August 2003)

City of Lynwood, City of Lynwood 2014-2021 Housing Element

City of Lynwood, “Lynwood Transit Area Specific Plan Environmental Impact Report” (September 6, 2016)

City of Lynwood, Municipal Code, Chapter XXV – Zoning (March 17, 2015)

Environmental Solutions, “Phase I Environmental Site Assessment – 12001-12035 South Atlantic Avenue and 4347 Lavinia Avenue, Lynwood, California, 90262,” (December 18, 2015)

Infrastructure Engineers, “Atlantic Housing Development Traffic Impact Study,” (July 12, 2018)

Infrastructure Engineers, “Hydrology Study Report – City of Lynwood, CA, Atlantic Housing Development,” (June, 2018)

P.A. & Associates, Inc., “Preliminary Geotechnical Investigation – Proposed 67 Unit Multi Family Affordable Housing Development, Atlantic Avenue, Between Agnes Street and Lavinia Avenue, City of Lynwood, California,” (June 18, 2018)

Preliminary Development Plans (July, 2018)
FIGURE 1 – PROJECT LOCATION

<table>
<thead>
<tr>
<th>APN</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>6186-001-900</td>
<td>12033 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-901</td>
<td>12011 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-902</td>
<td>4347 Lavinia Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-903</td>
<td>12035 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-904</td>
<td>12015 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-905</td>
<td>12007 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-906</td>
<td>12001 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-907</td>
<td>12025 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-908</td>
<td>12017 Atlantic Ave Lynwood Ca 90262</td>
</tr>
<tr>
<td>6186-001-909</td>
<td>12031 Atlantic Ave Lynwood Ca 90262</td>
</tr>
</tbody>
</table>
FIGURE 2 – GENERAL PLAN LAND USE DESIGNATION

General Plan: Senior Citizens Housing Development
FIGURE 3 – EXISTING ZONING

Zoning: SCHD - Senior Citizens Housing Development
APPENDICES

MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

NOTICE OF INTENT
Name of Project: General Plan Amendment 2018-01/Zoning Code Amendment 2018-01

Project Proponent: City of Lynwood

Project Location: The ten properties that comprise the rectangular-shaped Project site currently have the following addresses: 12001 through 12035 South Atlantic Avenue and 4347 Lavinia Avenue, Lynwood, California. The Project site occupies approximately 38,332.8 square feet bordered by Agnes Avenue to the north, by Lavinia Avenue to the south, by Atlantic Avenue to the east (and the Yvonne Burke John P. Ham Park beyond across Atlantic Avenue), and by a paved alley and adjacent single-family residences to the west. The General Plan Land Use designation of the site is Senior City Housing Development (SCH); the site is zoned Senior City Housing Development (SCHD).

Project Description: The City of Lynwood City Council is adopting a Resolution for a General Plan Amendment and a Zoning Code Amendment that would enable development of 66 apartment units affordable to low- and moderate-income households and one on-site manager’s unit. The proposed General Plan Amendment would change the land use designation of the Project site from Senior Citizen Housing Development to Multi-Family Residential. The proposed Zoning Code Amendment would add the proposed “Affordable Housing” use to the existing R-3 zone to the allowed uses within the R-3 zoning district. A proposed Site Plan Review would address overall building design, on-site parking, circulation and access, compatibility with surrounding uses, landscaping and lighting. The proposed project (Project) site occupies 38,350 square feet among ten parcels on the westerly side of Atlantic Avenue in the City of Lynwood, California. The proposed residential units include 45 one-bedroom units (800 square feet each), 20 two-bedroom units (1,110 square feet each), and 2 three-bedroom units (1,095 square feet each). It is anticipated that proposed residential units would be located within three stories over a ground level parking lot and a subterranean parking lot. The total area of the development is 129,562.22 square feet, inclusive of the basement, first floor, second floor, third floor, fourth floor and parking area. A total 119 parking spaces (106 standard size; 9 compact size; 4 Americans with Disabilities Act compliant) are proposed within the surface lot and the sub-surface garage. Vehicular access to the Project site parking garage would be via a paved alley connecting with Agnes Avenue and Lavinia Avenue to north and south, respectively.

Proposed Finding: The City of Lynwood finds that all Project impacts identified and analyzed in the attached Initial Study will be of a less than significant level or a less than significant level with implementation of the following stipulated Mitigation Measures.

Mitigation Measures: Attached.
PMITIGATION MEASURES

Aesthetics

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

MM-AES-2 – Prior to issuance of a Certificate of Occupancy, the Applicant shall reach an Agreement with the City of Lynwood regarding method of compliance with the City of Lynwood Art in Public Places Program.

Air Quality

MM-AQ-1: During grading and construction, the Applicant shall comply with all Best Management Practices contained in South Coast Air Quality Management District's Rule 403 pertaining to control of fugitive dust. These shall include the following. Notes to that effect shall be placed on Project plans for approval by the Director of Community Development.

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

MM-AQ-2: During grading and construction, the Applicant shall comply with the following. Notes to that effect shall be placed on Project plans for approval by the Director of Development Compliance and Enforcement.

- Project contractors will ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.
- Construction staging and queuing will be prohibited from taking place within a public right-of-way.
- Construction equipment shall utilize alternative clean-burning fuels such as CNG or biodiesel when feasible.

Geology and Soils

MM-G/S-1 – Prior to issuance of a grading permit, the Applicant shall submit, and obtain approval of, a Grading Plan by the Director of Public Works. Said Plan shall list and depict Design Recommendations contained in the Preliminary Geotechnical Investigation for the Project site that shall be implemented during Project development.
Hydrology and Water Quality

MM-HYD-1 – Prior to issuance of a Building Permit, the Project developer shall submit plans for the drainage facility on-site to the Director of Public Works for review and approval. Said plans must be designed to attenuate the difference between the post-development peak flow and the pre-development peak flow in a manner meeting the approval of the Director of Public Works.

Noise

Mitigation Measures

MM-N-1 – Project Design – The following shall be incorporated into the design of the Project.

- The building contractors will be required to install double-paned windows.
- All residential units must be equipped with central air conditioning.
- Noise dampening insulation must be installed in the building roof and walls that face Atlantic Avenue.

MM-N-2 – Construction Impacts – The following shall be incorporated into the design of the Project.

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

Recreation

MM-REC-1 – The Applicant shall pay the appropriate Park/Recreation Impact Fees levied by the City of Lynwood to the City Parks and Recreation department or dedicate their pro-rata share of parkland to the City Parks and Recreation Department prior to issuance of a Certificate of Occupancy. If Fees are paid, the Fees shall be used for development of additional parks to help meet the City desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that
helps to meet City desired parkland standards of three acres per 1,000 residents. The Parks and Recreation Department shall verify payment of said Park/Recreation Impact Fees or land dedication. Payment of applicable State-mandated School Impact Fees also must be collected prior to issuance of a Certificate of Occupancy.

**Tribal Cultural Resources**

**MM-TCR-1** – Prior to issuance of the first preliminary or precise grading permit, the following note shall be placed on the grading plans.

"In the event human remains are encountered during Project development (grading and construction), the following steps shall be taken:

- There shall be no further excavation or disturbance of the Project site until the Los Angeles County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the Coroner determines the remains to be Native American, then the Coroner shall contact the Native American Heritage Commission within 24 hours and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the Applicant or City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code Section 5097.98, which shall be considered and implemented by the Applicant, as appropriate, in coordination with the City of Lynwood.

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with recommendations of the most likely descendant or on the property in a location not subject to further sub-surface disturbance:
  - The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;
  - The descendant identified fails to make a recommendation; or,
  - The Applicant rejects the recommendation of the descendant and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner"

**MM-TCR-2** – A licensed professional archaeological/paleontological observer shall be present on the Project site to observe grading activities according to a schedule as appropriate and as approved by the Director of Public Works. Should artifacts be found that may be related to Native American cultures, grading operations shall be halted and the Applicant shall inform appropriate identified Tribal Councils, whose representative(s) shall determine the disposition of the found artifacts.
### MITIGATION MONITORING AND REPORTING PROGRAM

<table>
<thead>
<tr>
<th>MITIGATION # AND REQUIREMENT</th>
<th>Responsible Party</th>
<th>Monitor</th>
<th>Monitoring Timing</th>
<th>Monitoring Action</th>
<th>Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>MM-AES-1 – All Project exterior and security lighting shall be confined to the Project site to avoid casting light or glare onto adjacent properties. Prior to issuance of an Electric Permit, the Applicant shall submit a Lighting and Photometric Plan that provides evidence of this Mitigation and shall obtain approval of such Plan by the Director of Development Compliance and Enforcement Services.</td>
<td>Applicant</td>
<td>City Development Services/ Planning Division</td>
<td>Prior to Building Permit issuance</td>
<td>Review and Approval of Lighting and Photometric Plan</td>
<td>City Development Services/ Planning Division</td>
</tr>
<tr>
<td>MM-AES-2 – Prior to issuance of a Certificate of Occupancy, the Applicant shall reach an Agreement with the City of Lynwood regarding method of compliance with the City of Lynwood Art in Public Places Program.</td>
<td>Applicant</td>
<td>City Development Services/ Planning Division</td>
<td>Prior to Certificate of Occupancy issuance</td>
<td>Review and Approval of submitted Agreement</td>
<td>City Development Services/ Planning Division</td>
</tr>
<tr>
<td>MM-AQ-1: During grading and construction, the Applicant shall comply with all Best Management Practices contained in South Coast Air Quality Management District's Rule 403 pertaining to control of fugitive dust. These shall include the following. Notes to that effect shall be placed on Project plans for approval by the Director of Development Compliance and Enforcement.</td>
<td>Applicant</td>
<td>City Public Works Division</td>
<td>Grading and Construction Phase</td>
<td>Review dust control plan</td>
<td>City Public Works Division</td>
</tr>
<tr>
<td>• The Project shall be watered up to three times per day during construction-related activities to limit dust emissions from construction or demolition related disturbances of soil, wind-driven fugitive dust, and dust generated from unpaved parking lots and roads.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The SCAQMD requires installation of wind-fence and covering of outdoor storage piles to limit dust emissions from storage and handling of bulk materials.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The SCAQMD requires truckload covers, wheel washing, and street sweeping to control and clean up mud and dirt that adhere to vehicles and vehicle tires and is carried from a construction site and deposited onto a paved public road.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The Applicant shall ensure contractors adhere to all pertinent SCAQMD protocols pertaining to grading, site preparation and construction activities.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than three minutes in any 60-minute period.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MM-AQ-2: During grading and construction, the Applicant shall comply with the following. Notes to that effect shall be placed on Project plans for approval by the Director of Development Compliance and Enforcement.</td>
<td>Applicant</td>
<td>City Public Works Division</td>
<td>Grading and Construction Phase</td>
<td>Review dust control plan</td>
<td>City Public Works Division</td>
</tr>
<tr>
<td>• Project contractors will ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- Construction staging and queuing will be prohibited from taking place within a public right-of-way.
- Construction equipment shall utilize alternative clean-burning fuels such as CNG or bio-diesel when feasible.

| MM-G/S-1 – Prior to issuance of a grading permit, the Applicant shall submit, and obtain approval of, a Grading Plan by the Director of Public Works. Said Plan shall list and depict Design Recommendations contained in the Preliminary Geotechnical Investigation for the Project site that shall be implemented during Project development. | Applicant | City Public Works Division | Prior to Grading Permit issuance | Review and Approval of Grading Plan | City Public Works Director |
| MM-G/S-2 – The Applicant shall implement the following General Site Grading Recommendations in a manner approved by the Director of Public Works. | Applicant | City Public Works Division; Contractor | During Site Grading | Review and Approval of Grading Plan; On-Site Monitoring during grading operations | City Public Works Division; Contractor |
recommended and/or anticipated in the Geotechnical Report:

- On-site inorganic granular soils that are free of debris or contamination are considered suitable for placement as compacted fill. Any rock or other soil fragments greater than 6 inches in size shall not be placed within 5 feet of the foundation subgrade.
- Any imported fill material required for backfill or grading shall be tested and approved prior to delivery to the Project site.
- Visual observations and field tests shall be performed during grading by a representative of the geotechnical engineer of record. This is necessary to assist the contractor in obtaining the proper moisture content and required degree of compaction. Wherever, in the opinion of a representative of Tetra Tech, an unsatisfactory condition is being created in any area, whether by cutting or filling, the work shall not proceed in that area until the condition has been corrected.

**MM-HYD-1 – Prior to issuance of a Building Permit,** the Project developer shall submit plans for the drainage facility on-site to the Director of Public Works for review and approval. Said plans must be designed to attenuate the difference between the post-development peak flow and the pre-development peak flow in a manner meeting the approval of the Director of Public Works.

<table>
<thead>
<tr>
<th>MM-HYD-1 – Prior to issuance of a Building Permit</th>
<th>Applicant</th>
<th>Infrastructure Engineers/ City Public Works Division</th>
<th>Prior to issuance of Building Permit</th>
<th>Review and Approval of Design Plans and Specs.</th>
<th>Infrastructure Engineers/ City Public Works Division</th>
</tr>
</thead>
</table>

**MM-N1 – Project Design** – The following shall be incorporated into the design of the Project:

- The building contractors will be required to install double-paned windows.
- All residential units must be equipped with central air conditioning.
- Noise dampening insulation must be installed in the building roof and walls that face Atlantic Avenue.

<table>
<thead>
<tr>
<th>MM-N1 – Project Design</th>
<th>Applicant; Contractor</th>
<th>Infrastructure Engineers/ City Public Works Division</th>
<th>During Site grading and preparation</th>
<th>Ongoing during Site grading</th>
<th>Infrastructure Engineers/ City Public Works Division</th>
</tr>
</thead>
</table>

**MM-N2 – Construction Impacts** – The following shall be incorporated into the design of the Project.

- The Applicant shall ensure all construction activities occur Monday through Friday between 7:00 a.m. and 6:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. Work during legal holidays shall be prohibited.
- The Applicant shall ensure contractors use construction equipment that includes working mufflers and other sound...
suppression equipment to reduce machinery noise.

- Any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 decibels at any time when measured at or within the property lines of any property that is developed and used in whole or in part for residential purposes.

- The Applicant shall place signage on the Project site’s main access gate notifying local residents as to the times and durations of construction activities. In addition, the sign must clearly identify a contact person and phone number that local residents may call to complain about noise or construction-related issues.

- To ensure noise from equipment and vehicles are kept to a minimum, the Project contractors shall ensure all diesel trucks and equipment are not left to idle for longer than five (5) minutes.

- Construction vehicles (haul vehicles) should avoid traveling westbound on Josephine Street. This measure would reduce potential generation of vibration from construction vehicles.

**MM-REC-1** – The Applicant shall pay the appropriate Park/Recreation Impact Fees levied by the City of Lynwood to the City Parks and Recreation department or dedicate their pro-rata share of parkland to the City Parks and Recreation Department prior to issuance of a Certificate of Occupancy. If Fees are paid, the Fees shall be used for development of additional parks to help meet the City desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet City desired parkland standards of three acres per 1,000 residents. The Parks and Recreation Department shall verify payment of said Park/Recreation Impact Fees or land dedication. Payment of applicable State-mandated School Impact Fees also must be collected prior to issuance of a Certificate of Occupancy.

**MM-TCR-1** – Prior to issuance of the first preliminary or precise grading permit, the following note shall be placed on the grading plans.

<table>
<thead>
<tr>
<th>Applicant</th>
<th>City Planning Division</th>
<th>Prior to issuance of a Building Permit</th>
<th>Review and Approval of Building Plans</th>
<th>City Planning Division</th>
</tr>
</thead>
</table>


“In the event human remains are encountered during Project development (grading and construction), the following steps shall be taken:

- There shall be no further excavation or disturbance of the Project site until the Los Angeles County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the Coroner determines the remains to be Native American, then the Coroner shall contact the Native American Heritage Commission within 24 hours and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the Applicant or City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code Section 5097.98, which shall be considered and implemented by the Applicant, as appropriate, in coordination with the City of Lynwood.

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with recommendations of the most likely descendant or on the property in a location not subject to further sub-surface disturbance:
  - The Native American Heritage Commission is unable to identify a most likely descendant or the most likely
descendant failed to make a recommendation within 24 hours after being notified by the Commission;
  o The descendant identified fails to make a recommendation; or,
  o The Applicant rejects the recommendation of the descendant and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner”

| MM-TCR-2 | A licensed professional archaeological/paleontological observer shall be present on the Project site to observe grading activities according to a schedule as appropriate and as approved by the Director of Public Works. Should artifacts be found that may be related to Native American cultures, grading operations shall be halted and the Applicant shall inform appropriate identified Tribal Councils, whose representative(s) shall determine the disposition of the found artifacts. limited to:
| Sound barriers, including sound walls  
  o To avoid secondary aesthetic impacts, long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms.  
| Site layout, including setbacks, open space separation, orientation of outdoor activity areas away from roadways, and shielding of noise sensitive uses with non-noise sensitive uses  
| Roof and attic vents facing away from the nearest roadway  
| Air conditioning or a mechanical ventilation system that allow doors and windows to remain closed  
| Double-paned glass on all windows | Applicant | City Planning Division/ City Public Works Division | Prior to issuance of a Building Permit | Review and Approval of Building Plans | City Planning Division/ City Public Works Division |
- Windows and sliding glass doors mounted in low air infiltration rate frames
- Solid core exterior doors with perimeter weather stripping and threshold seals
- Acoustically insulated building wall construction

Incorporation of these and other similar design requirements would achieve an exterior-to-interior noise level reduction of 30 dBA or greater and would attenuate exterior noise levels to acceptable levels.