

# Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



**Project title:** “Florence-Firestone Transit-Oriented District Specific Plan” / Project No. PRJ2020-003127 / Case No(s). Specific Plan: RPPL2020009556, Environmental: RPPL2020009523

**Lead agency name and address:** Los Angeles County Department of Regional Planning (DRP), 320 West Temple Street, Los Angeles, CA 90012

**Contact Person and phone number:** Norman Ornelas, Jr., (213) 974-6316

**Project sponsor’s name and address:** Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

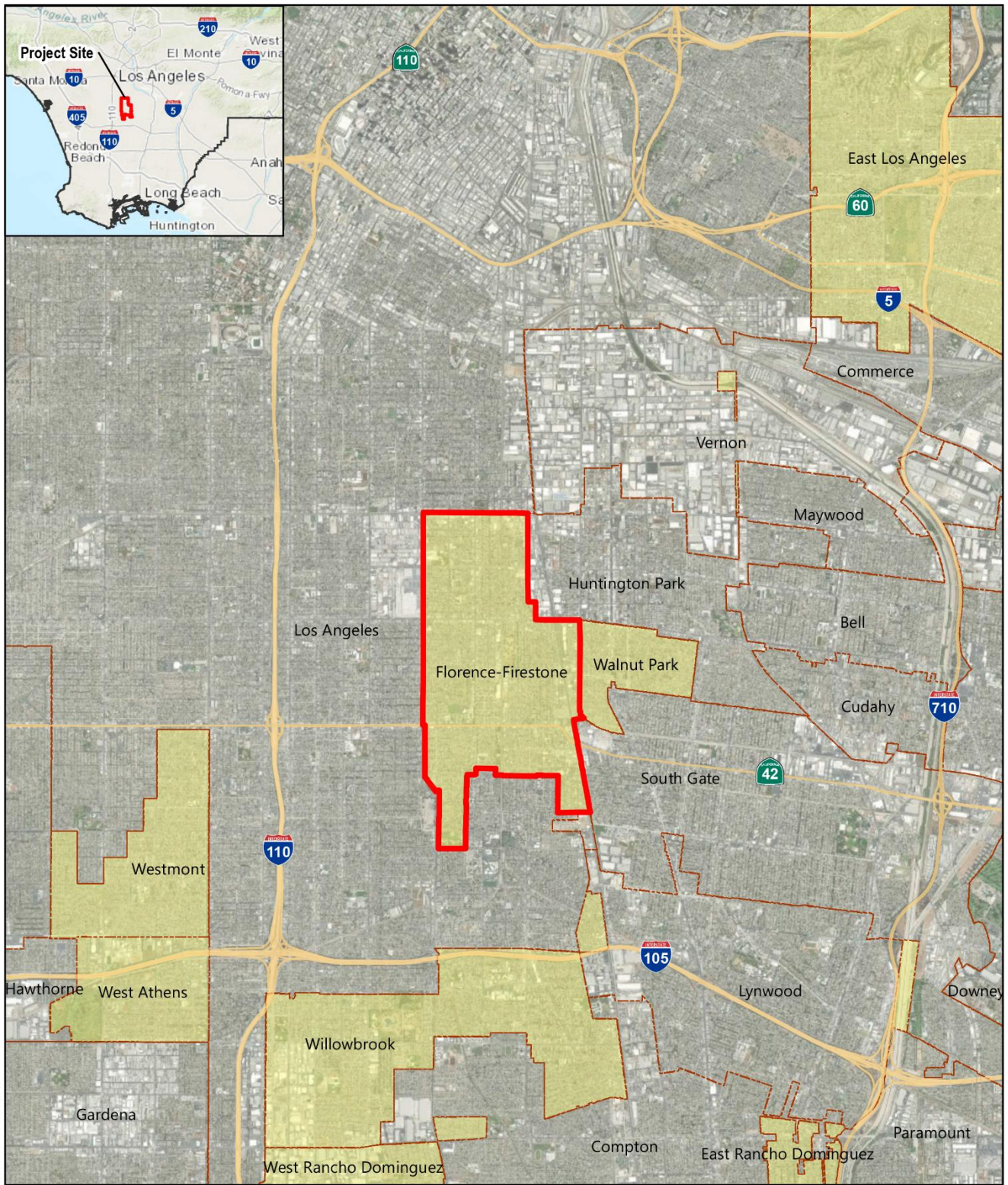
**Project location:** The proposed Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD Specific Plan) Area encompasses the Los Angeles County (LA County) unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.6 square miles. The area is bound by the City of Los Angeles to the north, south, and west. The City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park are to the east of the community area. The Metro A Line (previously Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone Stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community. Figure 1 shows the Regional Location of the FFTOD Specific Plan Area and Figure 2 shows the Project Location.

APN: Various USGS Quad: Inglewood and South Gate

**Gross acreage:** 3.6 square miles

**General plan designations:** Figure 3 shows the existing General Plan Land Use Designations for the FFTOD Specific Plan Area, which are summarized below:

- Residential 9 (H9, single-family residences)
- Residential 18 (H18, single-family and two-family residences)
- Residential 30 (H30, single-family and multi-family residences)
- General Commercial (CG)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Mixed Use (MU)
- Parks and Recreation (OS-PR)
- Public and Semi-Public (P)

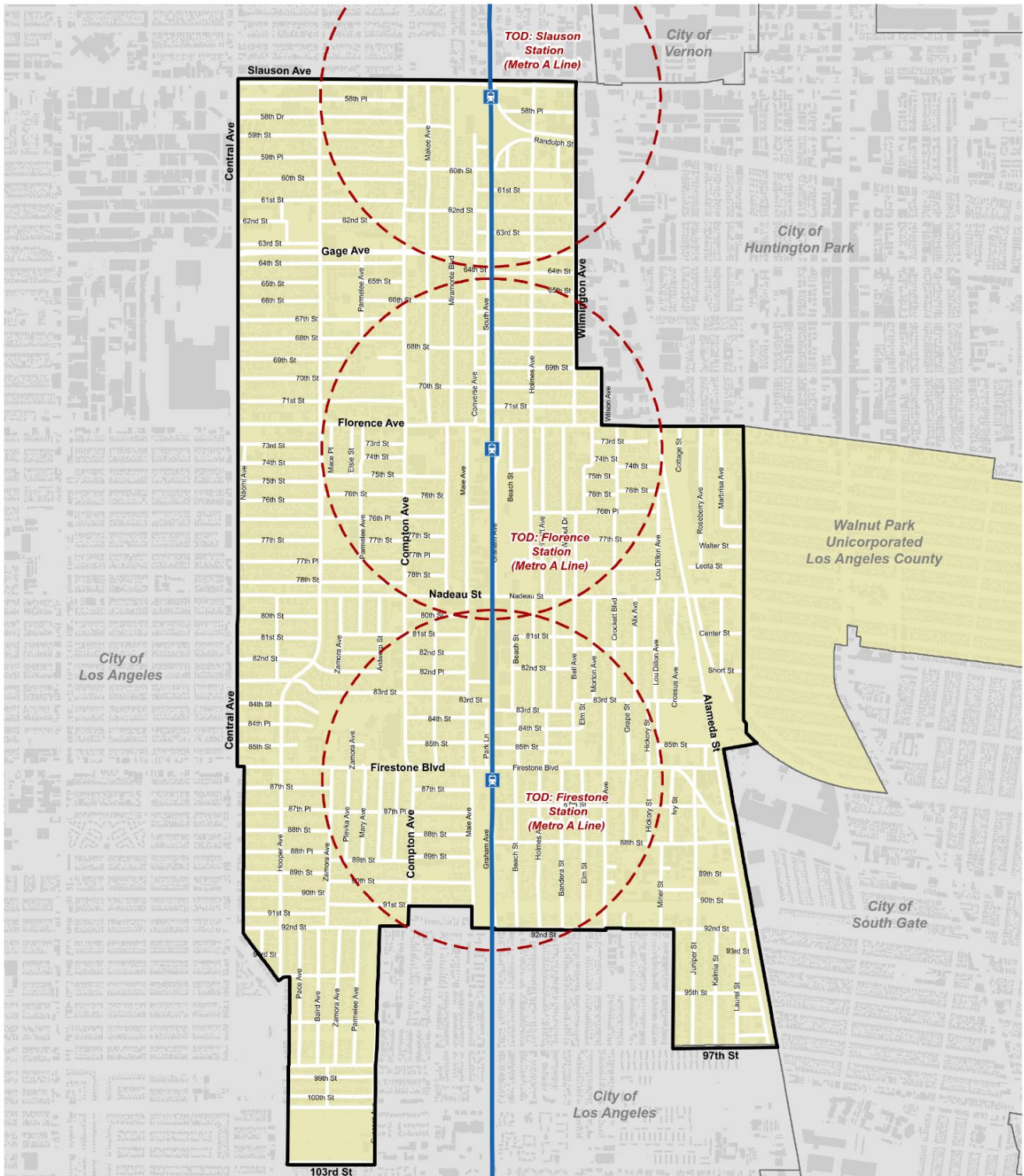


- Florence-Firestone TOD Specific Plan Boundary
- City Boundary
- Unincorporated Los Angeles County
- Los Angeles County Boundary



Source: Esri 2020; County of Los Angeles; Esri; AECOM 2020.

Figure 1 Regional Location



- Metro Station
- Metro A Line
- Unincorporated Los Angeles County
- City Boundary
- Florence-Firestone TOD Specific Plan Boundary
- 1/2 mile TOD Radius



Source: County of Los Angeles; Esri; AECOM;

Figure 2 Project Location

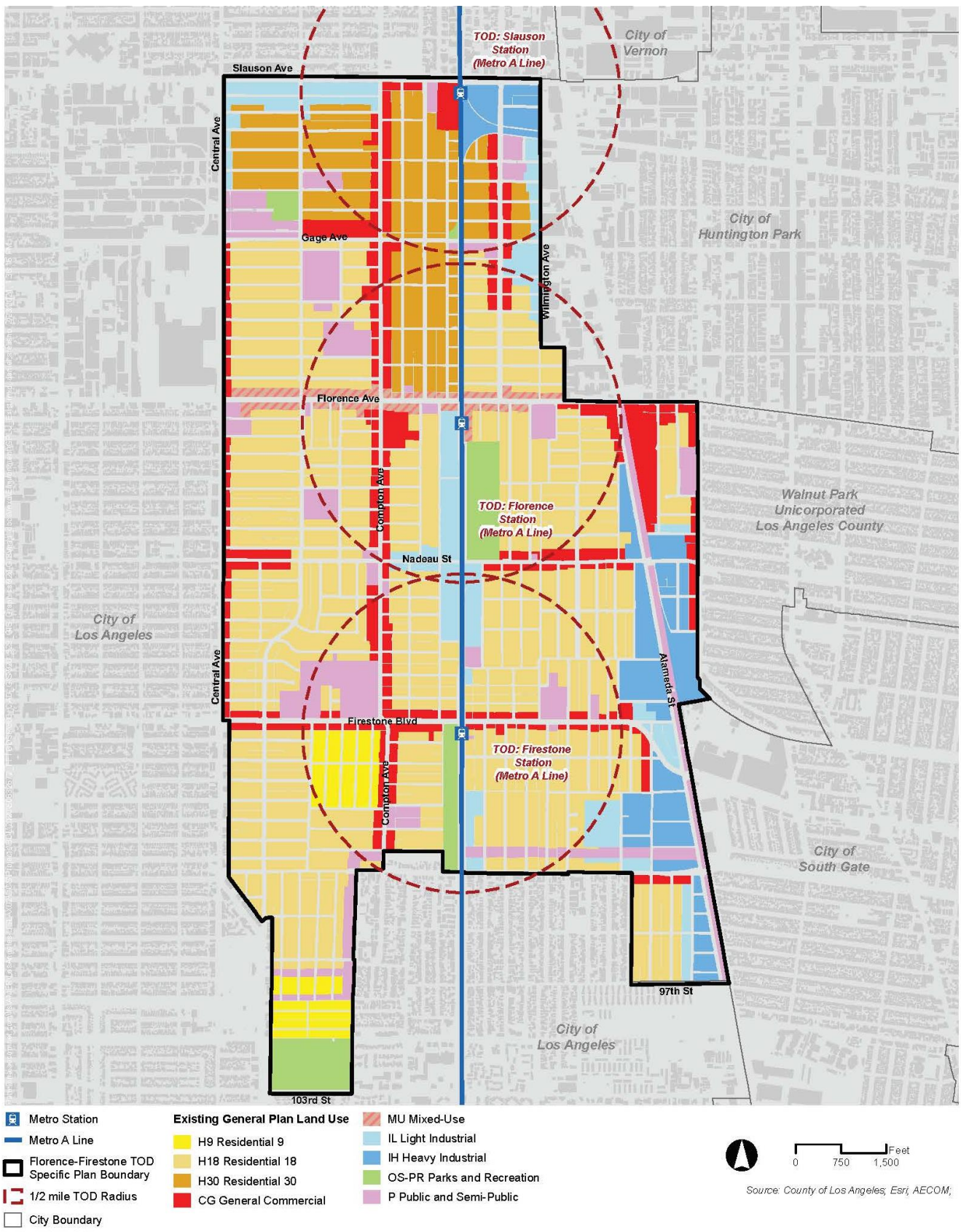


Figure 3 Existing General Plan Land Use Designations for the FFTOD Specific Plan Area

**Community/Area wide Plan designation:** The Project is currently regulated by the Florence Firestone Community Plan (FFCP) adopted in 2019 that utilizes the General Plan Land Use Designations as stated above. Although the community is predominantly residential, industrial uses are the second most common land use.

**Zoning:** Zoning for the FFTOD Specific Plan Area is regulated by LA County Code (code) of Ordinances Title 22; base zones in Division 3 of the code apply, with additional Florence-Firestone Community Standards District (FFCSD) in Division 12 Chapter 22.324 applicable. Residential zones comprise the majority of zoning categories in the proposed FFTOD Specific Plan Area, totaling approximately 63 percent of all land. The largest overall zone category, including residential, is the Limited Density Multiple Residence zone (R-3), making up approximately 32 percent of land in the FFTOD Specific Plan. Figure 4 shows the zoning categories for the FFTOD Specific Plan Area, which are summarized below.

- Single-Family Residence (R-1)
- Two-Family Residence (R-2)
- Limited Density Multiple Residence (R-3-()U)
- Medium Density Multiple Residence (R-4-()U) (listed as Unlimited Residential in the FFCP)
- Residential Planned Development (RPD)
- Light Agricultural (A-1)
- Neighborhood Business (C-2)
- General Commercial (C-3)
- Commercial Manufacturing (C-M)
- Mixed Use Development (MXD)
- Light Manufacturing (M-1)
- Restricted Heavy Manufacturing (M-1.5)
- Heavy Manufacturing (M-2)
- Unclassified (M-3)
- Institutional (IT)
- Open Space (O-S)

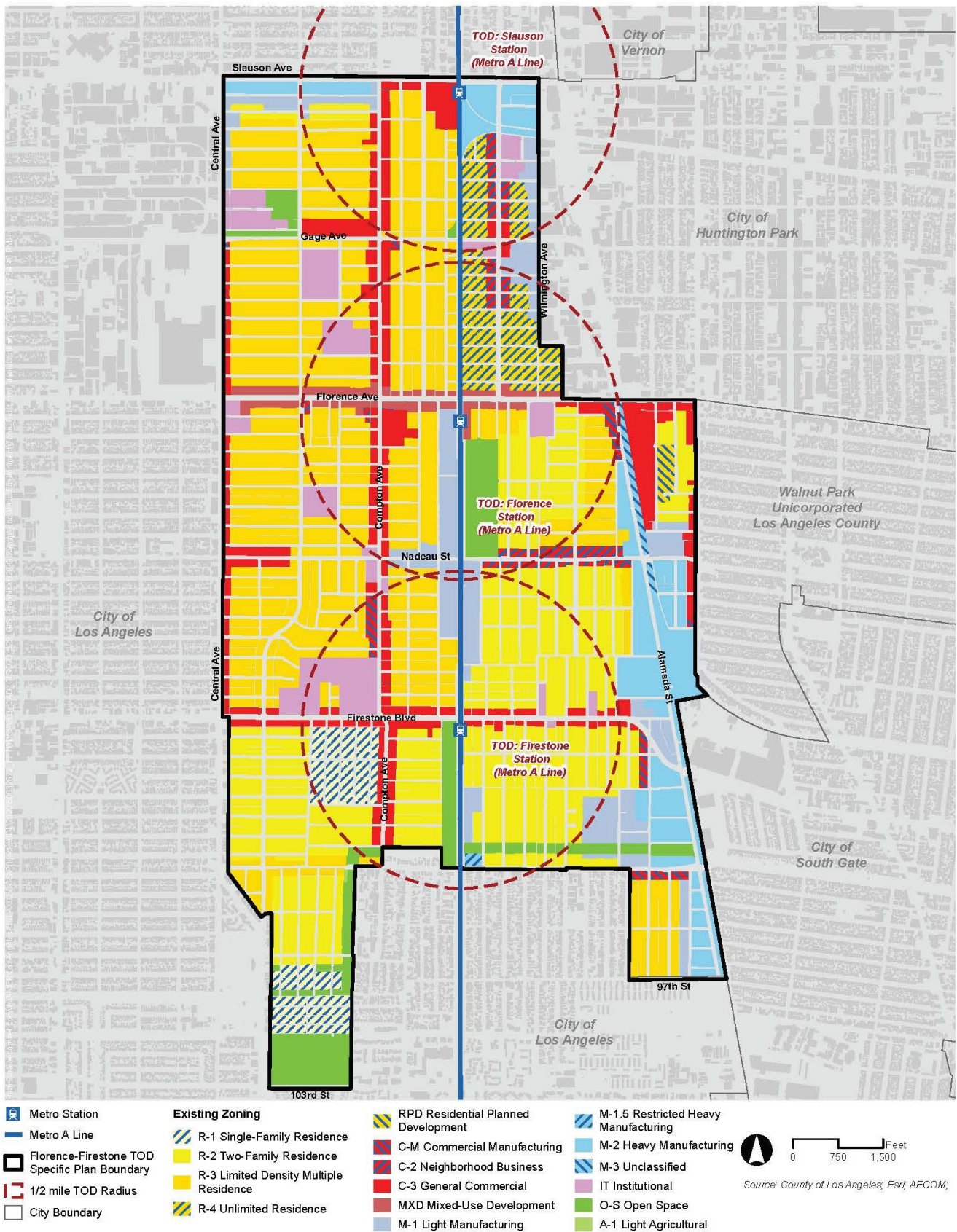


Figure 4 Existing Zoning Categories for the FFTOD Specific Plan Area

Description of project: The proposed FFTOD Specific Plan will implement the LA County General Plan 2035 (General Plan) TOD Program. TODs are defined in the General Plan as the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community, three Metro A Line Stations are present: the Slauson, Florence, and Firestone Stations. The primary goals of the FFTOD Specific Plan are to the following:

- create transit-accessible housing development;
- increase job-generating uses and economic activity;
- develop a safe and attractive transportation network;
- increase walking, bicycling, and transit ridership; and
- streamline the environmental review process for future development projects in the community.

To advance these goals and provide consistency with the General Plan TOD Program and the FFCP, the FFTOD Specific Plan will establish:

- new transit-supportive zoning categories with standards and design guidelines focused within the 0.5-mile TOD radius of the three Metro A Line Stations (see Figure 8 for focused change areas), and
- mobility strategies that address infrastructure, access and connectivity pedestrian improvements, and safety to increase transit access within the FFTOD Specific Plan Area.

The FFTOD Specific Plan would propose new zoning categories and standards, primarily within the 0.5-mile TOD area of the three Metro A Line Stations, that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations. New zoning standards would also include setback and parking standards to address mobility issues in the community. The Project would also update zoning categories for sites identified for the Regional Housing Needs Assessment (RHNA) by the Housing Element update (HEU); Figure 7 identified these sites as ‘Draft HEU RHNA Parcel.’

As discussed, the existing conditions of some sidewalks within the FFTOD Specific Plan Area are narrow, are damaged, and do not provide safe walkability. Consistent with the Los Angeles County Public Works Transit-Oriented District (TOD) Toolkit (2019), the FFTOD Specific Plan would propose implementation recommendations to widen sidewalks at key locations within the 0.5-mile TOD areas (portions of Slauson Avenue, Compton Avenue, Holmes Avenue, Nadeau Street, and Firestone Boulevard) from the current range of 6 feet to 14 feet to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet.

The combination of zoning standards and mobility strategy recommendations would address current and future levels of sidewalk activity and incorporate pedestrian-oriented and “active” street design. The FFTOD Specific Plan may reduce or alter the number of required parking spaces associated with mixed-use development or within proximity to the Metro transit stations. This may include lower or altered parking requirements for land use categories such as residential, commercial, entertainment, assembly, and dining, and business and professional office. These changes would help facilitate the TOD and encourage affordable development for the community.

The employment rate in the FFTOD Specific Plan Area is robust, with 63.5 percent of persons aged 16 years or older employed (2010 US Census). Jobs tend to be oriented towards manufacturing, transportation, and warehousing due to proximity to ports and the freight corridor leading to the intermodal terminals south of downtown Los Angeles. These jobs tend to generate more truck trips than other employment

types, resulting in a higher volume of truck traffic that can negatively impact the population in terms of public health and safety (SELA Transportation Study, 2017).

The FFTOD Specific Plan Area is within a designated Southern California Association of Government (SCAG) environmental justice area, indicating that low-income and minority populations have disproportionately borne many of the negative impacts of increased traffic over the years, including exposure to greater than average health risks from air pollution. To support the LA County efforts to reinvest in transit-supportive economic development and multi-modal facilities, the Project proposes new transit-supportive zoning categories at underutilized opportunity sites directly adjacent to the Slauson Station (see Figure 8 for focused change areas). These sites are currently zoned as heavy industrial with generally low-intensity on-site development or general commercial uses. The land use designation is proposed to be updated to Mixed-Use (MU), and re-zoned to be transit supportive and neighborhood serving. The Project would also identify infrastructure and provide recommendations for mobility improvements needed to support the land use and zoning changes in the FFTOD Specific Plan Area and create more housing opportunities that protect against the displacement of existing residents in the community. In addition to amending the land use policy map and establishing new zoning categories, the Project would amend and incorporate standards from the FFCSD into the FFTOD Specific Plan. Incorporation of the FFCSD would allow all land use regulations applicable to the Florence-Firestone community to be compiled into a single document for ease of review and implementation.

The FFTOD Specific Plan proposes the following nine new zoning categories: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM) and Residential Slauson Station (RSS). These zoning categories are listed with their corresponding General Plan land use categories in Table 1; zoning categories names/titles are subject to change to match LA County naming conventions as the FFTOD Specific Plan is further developed.



**Table 1: FFTOD Specific Plan Zoning Categories**

General Plan Land Use Designations	Proposed Draft FFTOD Specific Plan Zoning Categories	Allowed Intensity / Density (Consistent with the General Plan Land Use Designation)
<b>Proposed New Zoning Categories to Be Applied</b>		
<b>IL Light Industrial</b>	- Industrial Flex (IF)	- 1.0 Floor Area Ratio (FAR)
<b>MU Mixed-Use</b>	- Mixed-Use 2 (MU-2) - Mixed-Use 3 (MU-3) - Mixed-Use Transit (MU-T)	- 3.0 FAR (non-residential component); minimum 50 dwelling units (du)/net acre, maximum 150 du/net acre
<b>CM Commercial Major</b>	- Mixed-Use 1 (MU-1)	- 3.0 FAR (non-residential component); minimum 30 du/net acre, maximum 150 du/net acre
<b>H18 Residential</b>	- Residential Low-Medium 1 (RLM-1)	- 0 du/net acre, maximum 18 du/net acre
<b>H30 Residential</b>	- Residential Low-Medium 2 (RLM-2)	- Minimum 20 du/net acre, maximum 30 du/net acre
<b>H50 Residential</b>	- Residential Medium (RM)	- Minimum 20 du/net acre, maximum 50 du/net acre
<b>H100 Residential</b>	- Residential Slauson Station (RSS)	- Minimum 50 du/net acre, maximum 100 du/net acre
<b>Existing Title 22 Zoning Categories to Be Applied</b>		
<b>H9 Residential</b>	- Single-Family Residence (R-1)	- 0 du/net acre, maximum 9 du/net acre
<b>H18 Residential</b>	- Two-Family Residence (R-2)	- 0 du/net acre, maximum 18 du/net acre
<b>GC General Commercial</b>	- General Commercial (C-3)	- 1.0 FAR (non-residential component); 0 du/net acre, maximum 50 du/net acre
<b>MU Mixed-Use</b>	- Mixed-Use Development (MXD)	- 3.0 FAR (non-residential component); minimum 50 du/net acre, maximum 150 du/net acre
<b>IL Light Industrial</b>	- Light Manufacturing	- 1.0 Floor Area Ratio (FAR)
<b>IH Heavy Industrial</b>	- Heavy Manufacturing	- 1.0 Floor Area Ratio (FAR)
<b>OS-PR Parks and Recreation</b>	- Open Space - Light Agricultural	- N/A
<b>P Public and Semi-Public</b>	- Institutional	- 3.0 Floor Area Ratio (FAR)

The intent of the proposed new zoning categories listed in Table 1 is further described below:

- 1. Industrial Flex (IF) Zoning Category**– The IF Zoning Category is intended to maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The zoning category allows for transitions between employment and residential uses to encourage less noxious uses, such as commercial to abut homes, supporting the goals of the LA County draft Green Zones Program and Ordinance. This zoning category allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. The IF Zoning Category implements the General Plan Land Use Designation IL Light Industrial.
- 2. Mixed-Use Transit (MU-T) Zoning Category** – The MU-T Zoning Category is intended to create a high-intensity mixed-use transit district with a variety of housing, jobs, and neighborhood services within existing commercial and industrial areas surrounding the Slauson Station. This

zoning category will allow uses that encourage a more pedestrian-oriented setting with active uses to encourage walking, biking, and multi-modal transportation. The MU-T Zoning Category implements the General Plan Land Use Designation MU Mixed Use.

3. **Mixed-Use 3 (MU-3) Zoning Category** – The MU-3 Zoning Category is intended to support employment and higher-density residential uses by encouraging greater job opportunities and homes for communities near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose of this zoning category is to create an employment-focused, high-intensity mixed-use transit district that allows for transitions between industrial areas and homes with less environmentally intensive uses, such as offices. The MU-3 Zoning Category implements the General Plan Land Use Designation MU Mixed Use.
4. **Mixed-Use 2 (MU-2) Zoning Category** – The MU-2 Zoning Category is intended to support “main street” retail, employment, and homes for the communities near transit along existing commercial corridors surrounding the Slauson and Florence Stations. This zoning category allows uses focused on local neighborhood services, such as local-serving retail, personal services including salons and accountants, and food or groceries, and homes. The MU-2 Zoning Category implements the General Plan Land Use Designation MU Mixed Use.
5. **Mixed-Use 1 (MU-1) Zoning Category** – The MU-1 Zoning Category is intended to support mixed-use corridors near transit to provide a range of local neighborhood services and homes near transit. The MU-1 Zoning Category implements the General Plan Land Use Designation CM Commercial Major.
6. **Residential Low-Medium 1 (RLM-1) Zoning Category** – The RLM-1 Zoning Category is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as duplexes, triplexes, and detached townhomes. The RLM-1 Zoning Category implements the General Plan Land Use Designation H18 Residential.
7. **Residential Low-Medium 2 (RLM-2) Zoning Category** – The RLM-2 Zoning Category is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as attached townhomes, apartments, triplexes, and fourplexes. The RLM-2 Zoning Category implements the General Plan Land Use Designation H30 Residential.
8. **Residential Medium (RM) Zoning Category** – The RM Zoning Category is intended to apply to existing residential neighborhoods where the purpose is to encourage medium-density residential housing near transit. The zoning category allows multi-family residential homes such as apartments and townhomes. The RM Zoning Category implements the General Plan Land Use Designation H50 Residential.
9. **Residential Slauson Station (RSS) Zoning Category** – The RSS Zoning Category is intended to encourage the establishment of high-density residential housing near transit in existing neighborhoods. The RSS Zoning Category seeks to provide a wider range of housing types and densities, supporting transit-oriented development. The RSS Zoning Category implements the General Plan Land Use Designation H100 Residential.

Figure 5 shows the proposed land use designations for the FFTOD Specific Plan Area; Figure 6 identifies the change areas comparing the existing land use designations to the proposed land use designations. Figure 7 shows the new zoning categories proposed by the Project; Figure 8 identifies the change areas comparing the existing zoning categories to the proposed zoning categories.

Adoption of the FFTOD Specific Plan would result in a concurrent amendment to:

- A. The LA County General Plan to change the land use designations of the identified properties.
  
- B. The FFCP to:
  - 1) Change the land use designations of the identified properties and references to the FFCSD.
  - 2) Correct a few zoning categories and/or associated zoning category names to be consistent with the Zoning Code classifications of Title 22. Specifically, zone C-2 would be renamed from “Neighborhood Business” to “Neighborhood Commercial.” In addition, zoning categories “R-3-()U – Limited Density Multiple Residence” would be changed to “R-3 – Limited Density Multiple Residence” and “R-4-()U – Medium Density Multiple Residence” would be changed to “R-4 – Medium Density Multiple Residence.” The proposed minor revisions to the FFCP will merely make an editorial correction to reflect the correct zoning category and/or the associated category name. It would not change the pattern, types, or density of land uses that are currently allowed under the Zoning Code.
  
- C. The LA County Code, Title 22 to:
  - 1) Change the zoning categories of identified properties to encourage a mix of transit-oriented development and land uses that would, in part, provide more opportunities for affordable housing and a greater mix of housing options and employment opportunities.
  - 2) Add a new section to establish the FFTOD Specific Plan.
  - 3) Remove section 22.324; the FFCSD would be replaced by the standards set forth in the FFTOD Specific Plan.

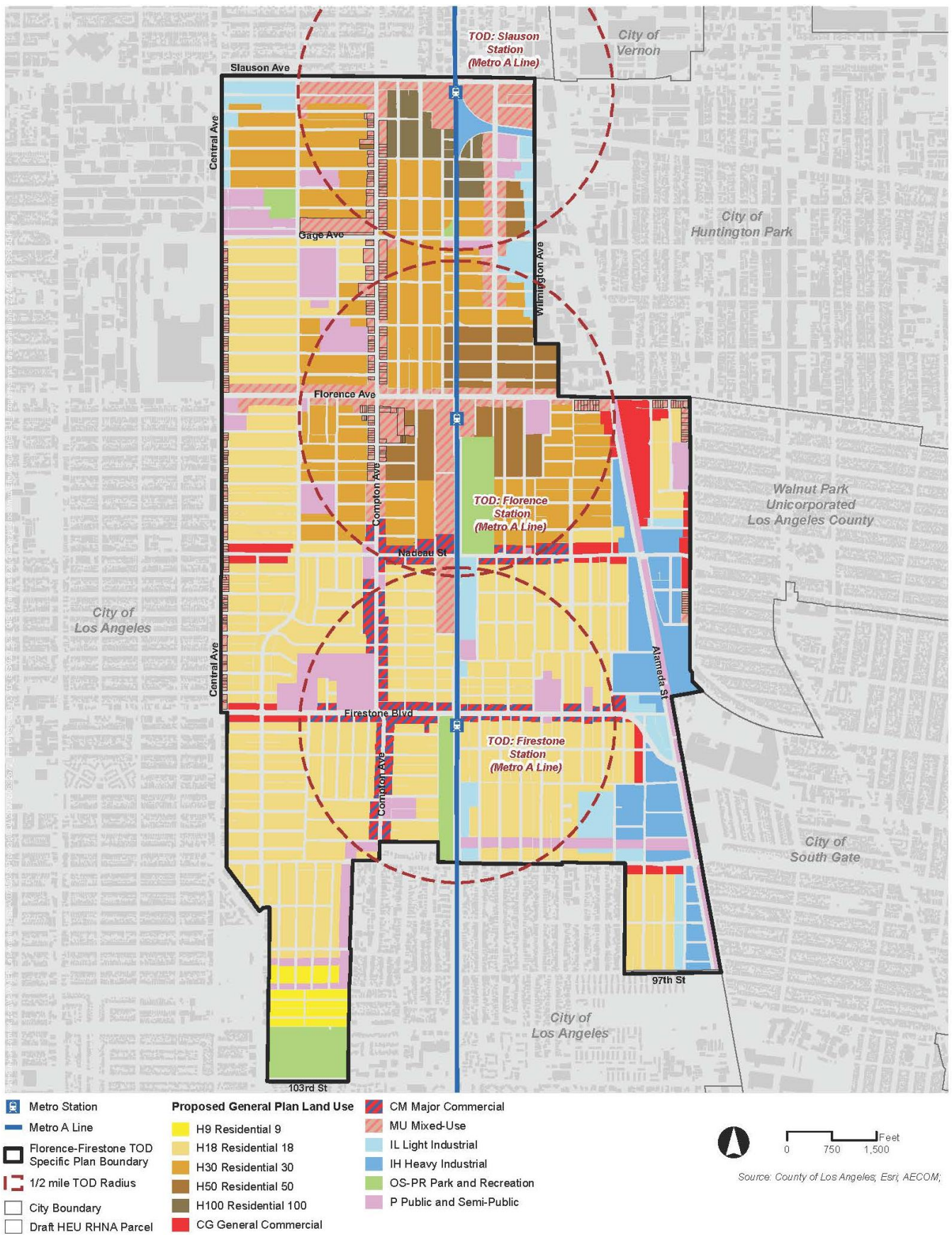
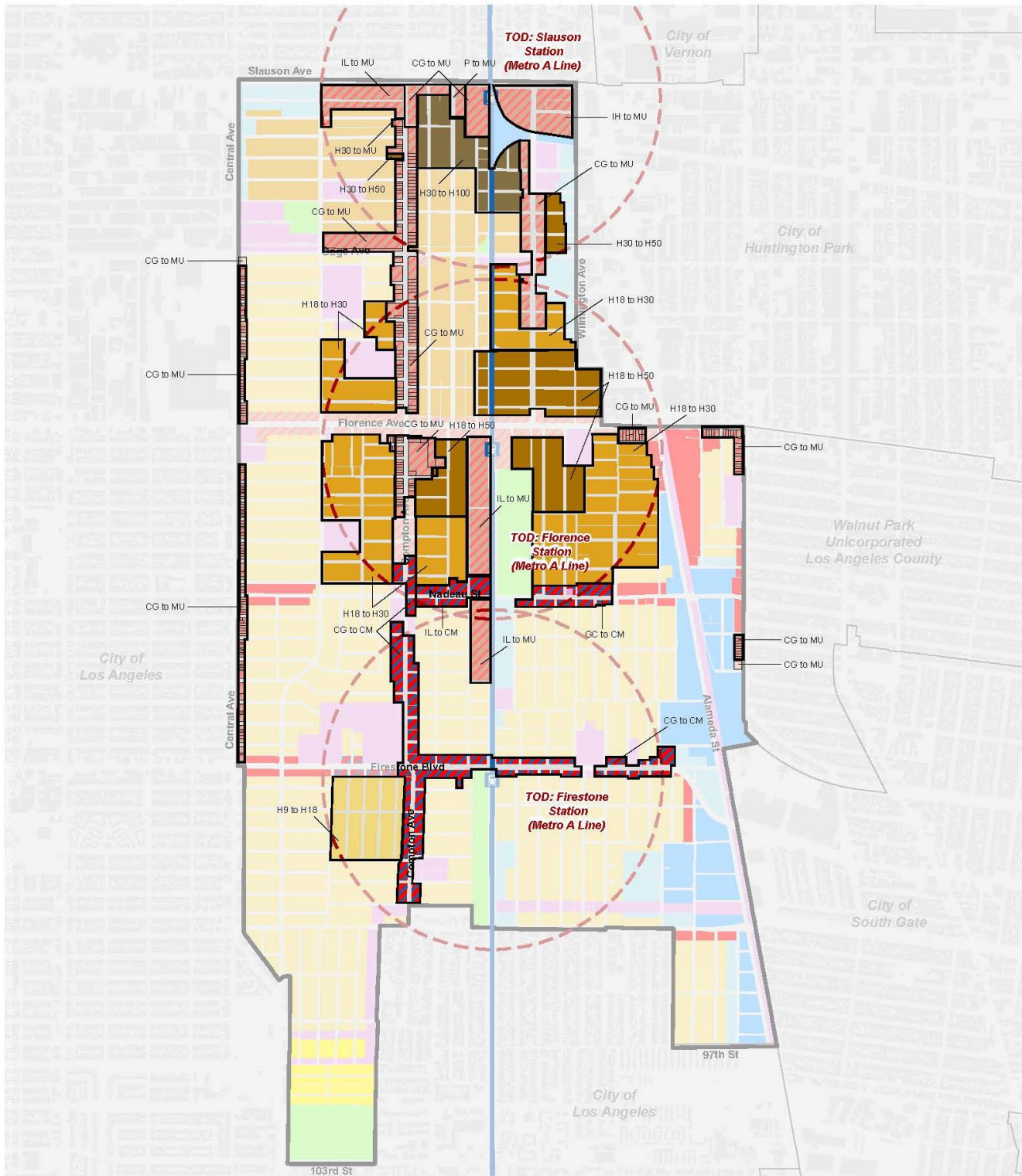


Figure 5 Proposed General Plan Land Use Designations for the FFTOD Specific Plan Area



- |                                               |                                       |                                                        |
|-----------------------------------------------|---------------------------------------|--------------------------------------------------------|
| Metro Station                                 | <b>Proposed General Plan Land Use</b> | CM Major Commercial                                    |
| Metro A Line                                  | H9 Residential 9                      | IL Light Industrial                                    |
| Florence-Firestone TOD Specific Plan Boundary | H18 Residential 18                    | IH Heavy Industrial                                    |
| 1/2 mile TOD Radius                           | H30 Residential 30                    | OS-PR Park and Recreation                              |
| City Boundary                                 | H50 Residential 50                    | P Public and Semi-Public                               |
| Draft HEU RHNA Parcel                         | H100 Residential 100                  | Change in General Plan Land Use (Existing to Proposed) |
|                                               | CG General Commercial                 |                                                        |



Source: County of Los Angeles, Esri, AECOM,

Figure 6 Proposed General Plan Land Use Designations (Change Areas) for the FFTOD Specific Plan Area

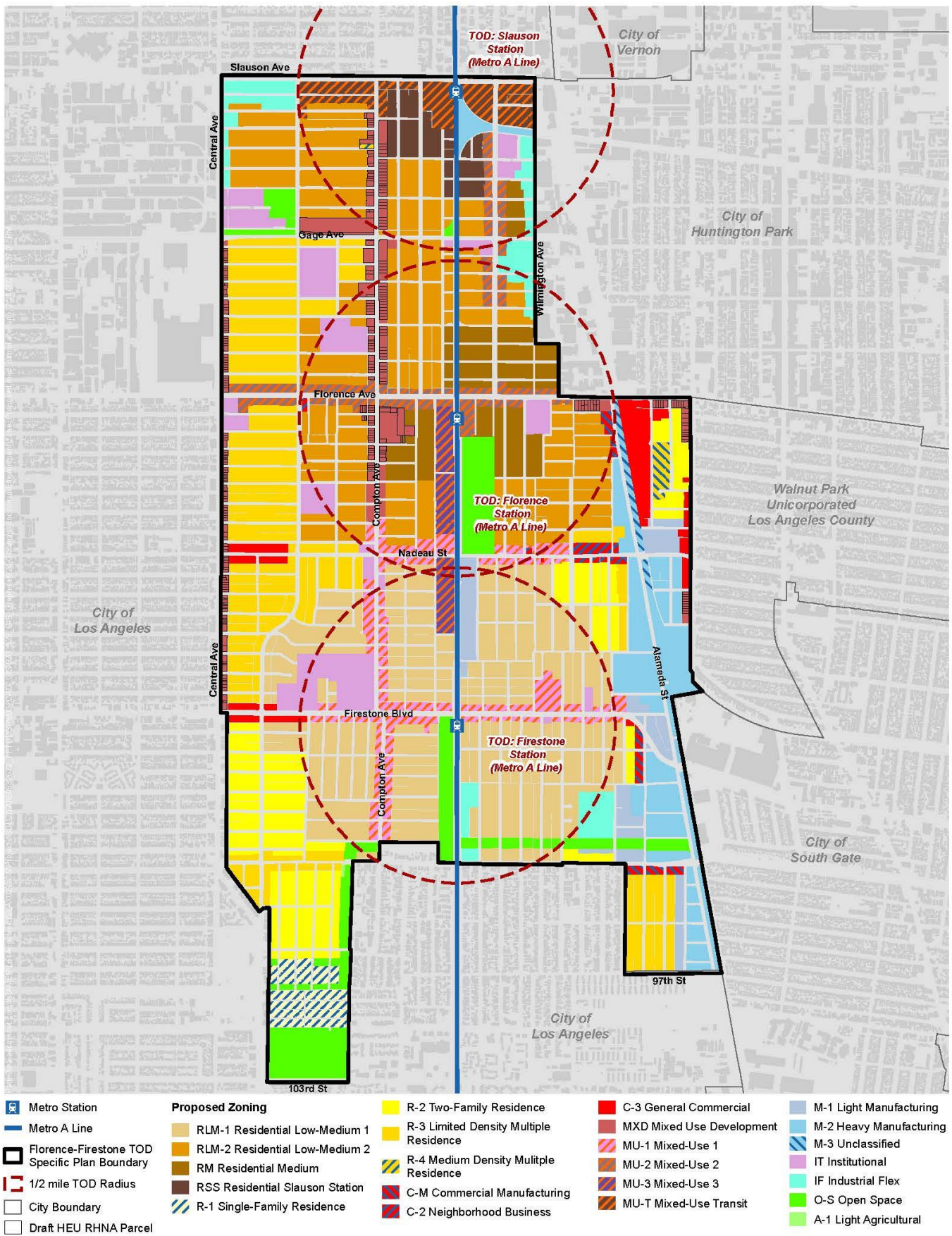


Figure 7 Proposed Zoning Categories for the FFTOD Specific Plan Area

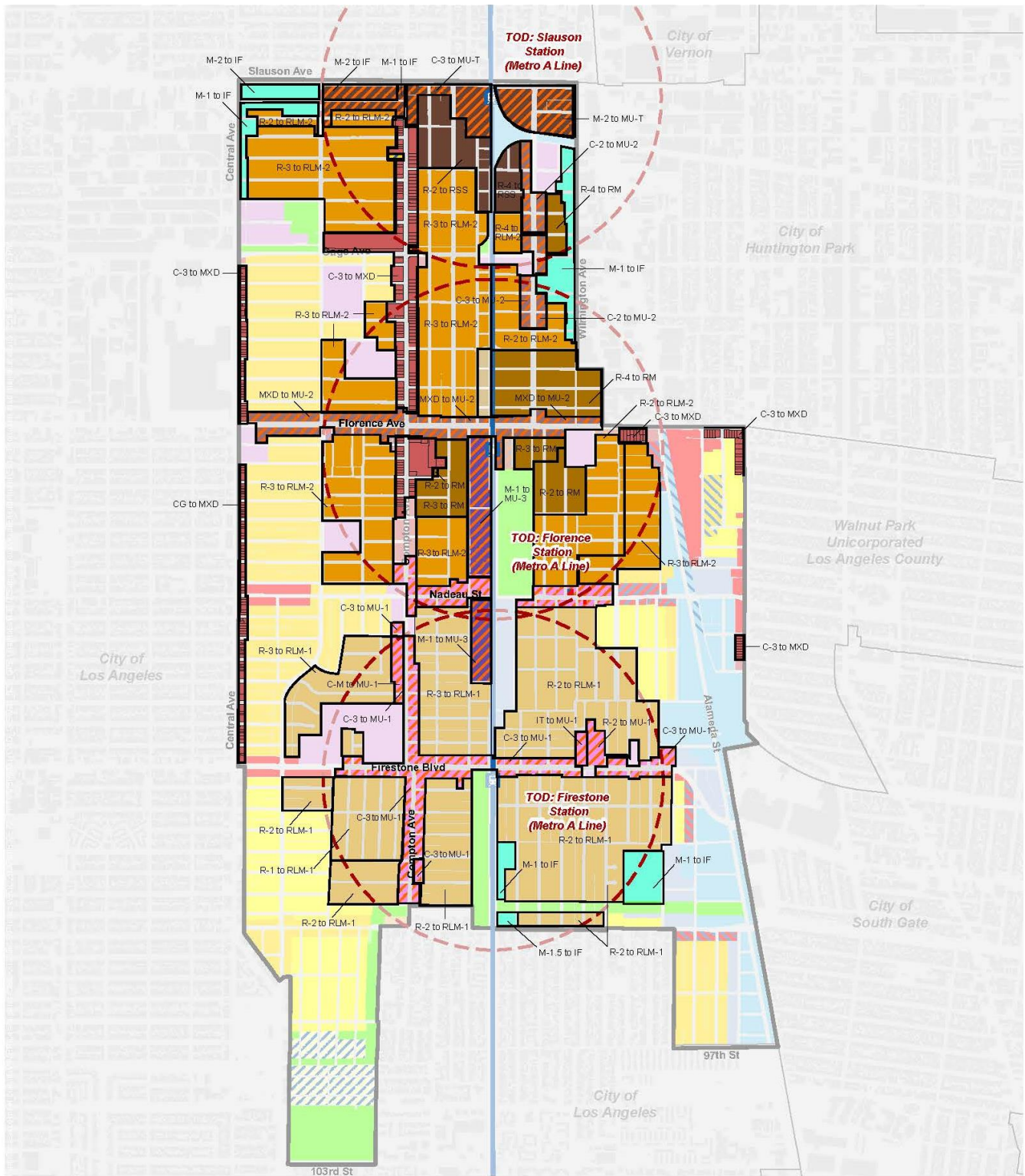


Figure 8 Proposed Zoning Categories (Change Areas) for the FFTOD Specific Plan Area

**Surrounding land uses and setting:** The FFTOD Specific Plan Area is surrounded on the north, south, and west by the City of Los Angeles and on the east by the City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park. The community is between downtown Los Angeles and downtown Long Beach in proximity to major employment centers, including downtown Los Angeles, the Ports of Long Beach and Los Angeles, and the industrial sector in southeast LA County. The area surrounding the proposed FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial land uses. Specifically, the City of Los Angeles land uses surrounding the FFTOD Specific Plan Area to the north, west, and south include commercial, industrial, single-family and multi-family residential, open space, and public facilities. The City of Huntington Park land uses bordering the FFTOD Specific Plan Area to the east include manufacturing and general commercial. The City of South Gate land uses bordering the FFTOD Specific Plan Area to the east include regional commercial, neighborhood medium residential, and light industrial. The unincorporated community of Walnut Park land uses bordering the FFTOD Specific Plan Area to the east include mixed commercial and general commercial.

The existing setting of the FFTOD Specific Plan Area includes three Metro A Line Stations that connect the community to major job centers and regional destinations spanning from downtown Los Angeles to Long Beach. In addition, Metro Bus routes and Los Angeles Department of Transportation DASH routes serve the area. The proposed FFTOD Specific Plan land use and mobility strategies would be focused in proximity to the Metro A Line Station areas to make it easier for bicyclists and pedestrians to access the stations. While multiple public transit options can be found in the community, access to transit is hindered by critical safety barriers for pedestrians and cyclists, including narrow and damaged sidewalks, poor lighting, lack of transit-supportive wayfinding signage, lack of connecting bikeways, and few station access points to the elevated platform (at the Slauson Station). Land uses near the stations are predominantly industrial, including land dedicated for railroad operations and a large open storage facility adjacent to Slauson Station. This existing land use pattern is a barrier for connecting jobs and housing more closely to the transit services. Current access points to the stations are narrow and difficult to navigate. Bus stops in the station area also lack basic accommodations such as benches, shelters, and sufficient lighting. Cyclists in the area lack safe, separated bicycle facilities and must instead travel in mixed-traffic, high-stress, and dangerous conditions that are not safe for children, elderly, or inexperienced cyclists. One Class II bicycle lane is disconnected to the local and regional bikeway network. Overall, the TOD area is not conducive to facilitating robust transit access and lack the community-serving land uses needed to increase transit use and encourage new transit-oriented development.

**Note:** Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



**Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):**

<i>Public Agency</i>	<i>Approval Required</i>
_____	_____
_____	_____

**Major projects in the area:**

<i>Project/Case No.</i>	<i>Description and Status</i>
_____	_____
_____	_____
_____	_____

**Reviewing Agencies:**

*Responsible Agencies*

- None
- Regional Water Quality Control Board:
  - Los Angeles Region
  - Lahontan Region
- Coastal Commission
- Army Corps of Engineers
- LAFCO

*Special Reviewing Agencies*

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area

*Regional Significance*

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
- City of Los Angeles
- City of Huntington Park
- City of South Gate

*Trustee Agencies*

- None
- State Dept. of Fish and Wildlife
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

*County Reviewing Agencies*

- DPW
- Fire Department
  - Planning Division
  - Land Development Unit
  - Health Hazmat
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
- Los Angeles Unified School District
- Los Angeles County Library

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially significant impacts affected by this project.

- |                                                        |                                                                 |                                                                        |
|--------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics         | <input checked="" type="checkbox"/> Greenhouse Gas Emissions    | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture/Forestry          | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Air Quality        | <input checked="" type="checkbox"/> Hydrology/Water Quality     | <input checked="" type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Land Use/Planning           | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources                      | <input checked="" type="checkbox"/> Utilities/Services                 |
| <input checked="" type="checkbox"/> Energy             | <input checked="" type="checkbox"/> Noise                       | <input type="checkbox"/> Wildfire                                      |
| <input checked="" type="checkbox"/> Geology/Soils      | <input checked="" type="checkbox"/> Population/Housing          | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Department.)  
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Norman Ornelas Jr*  
\_\_\_\_\_  
Signature (Prepared by)

3/11/2021  
\_\_\_\_\_  
Date

*Patricia L. Hachiya*  
\_\_\_\_\_  
Signature (Approved by)

3/11/2021  
\_\_\_\_\_  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that 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).
- 2) 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.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the 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. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the LA County General Plan, other LA County planning documents, and LA County ordinances. Some thresholds are unique to geographical locations.

## 1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.** Scenic vistas include views of scenic resources, such as designated scenic highways and corridors (or routes), hillsides, viewsheds and ridgelines, or other unusual scenic landforms, from any given location. Florence-Firestone is an urbanized community approximately 6 miles south of downtown Los Angeles. Typical views within the FFTOD Specific Plan Area consist of urban development and associated roadways and landscaping. Implementation of the FFTOD Specific Plan would result in redevelopment and infill development of residential, mixed-use, and industrial buildings with maximum heights ranging from 36 to 72 feet. There are no designated scenic highways, significant ridgelines, or other identified scenic resources within the FFTOD Specific Plan Area. The closest scenic highway to the FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. The nearest significant ridgeline to the FFTOD Specific Plan Area is the Santa Monica Mountains, approximately 10 miles north. As a result, impacts to scenic vistas related to implementation of the FFTOD Specific Plan would be less than significant. This issue will not be analyzed further in the Environmental Impact Report (EIR).

- b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

**No Impact.** According to the Trails Map by the Los Angeles County Department of Parks and Recreation, no LA County trails are within the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, approximately 5 miles east of the FFTOD Specific Plan Area. Therefore, the Project would not be visible or obstruct views from a regional trail, and no impact would occur. This issue will not be analyzed further in the EIR.

- c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**No Impact.** Based on a review of the California Department of Transportation Scenic Highways Program, no state scenic highways are located within the FFTOD Specific Plan Area. The closest scenic highway to the FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. Thus, the FFTOD Specific Plan Area is not visible from this highway, and the Project would not result in impacts to scenic resources within view of a state scenic highway. The Project would not damage scenic resources and no impact would occur. This issue will not be analyzed further in the EIR.

- d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing

scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

**Potentially Significant Impact.** Implementation of the FFTOD Specific Plan would entail some changes to the visual character of the FFTOD Specific Plan Area. The Project would enable industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations in the community (i.e., Slauson, Florence, and Firestone Stations). These improvements would allow for increased intensity, taller buildings, or streetscape changes that are consistent with a TOD development pattern that could alter the existing visual character or quality of public views of the FFTOD Specific Plan Area and its surroundings. The impact is considered potentially significant and will be further analyzed in the EIR.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

**Potentially Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses, and has existing lighting including streetlights, commercial signage, vehicle lights, parking lot lights, and building lights. The Project would enable industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. These improvements would allow for increased intensity, taller buildings, or streetscape changes consistent with a TOD development pattern that could create new sources of shadow, light, or glare. The impact is considered potentially significant and will be further analyzed in the EIR.

## References

California Department of Transportation, Scenic Highways Program, available at <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed November 2, 2020.

California State Parks Office of Historic Preservation, California Historical Landmarks for Los Angeles County, available at [https://ohp.parks.ca.gov/?page\\_id=21427](https://ohp.parks.ca.gov/?page_id=21427), accessed February 2, 2021.

Los Angeles County Department of Parks and Recreation, Trails Los Angeles County Map, available at <https://trails.lacounty.gov>, accessed November 2, 2020.

National Park Service, National Register of Historic Places, available at <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>, accessed February 2, 2021.

## **2. AGRICULTURE / FOREST**

*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.*

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

**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?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** According to the California Important Farmland Finder maintained by the California Department of Conservation, the majority of the FFTOD Specific Plan Area is designated as Urban and Built-Up Land, which indicates that the land is used for residential, industrial, commercial, and other developed purposes. There is an area of Unique Farmland, defined as farmland of lesser quality soils used for the production of the state's leading agricultural crops, at the southern boundary of the FFTOD Specific Plan Area west of Compton Avenue and south of 91st Street. The FFTOD Specific Plan would include zone changes for existing residential parcels adjacent to this area of Unique Farmland. However, the FFTOD Specific Plan would not convert the Unique Farmland to a non-agricultural use. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

**b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments for the landowners. There are no existing Williamson Act contracts within this part of LA County, and there are no designated agricultural resource areas within the FFTOD Specific Plan Area. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur. This issue will not be analyzed further in the EIR.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not in an area zoned for forest land, timberland, or Timberland Production as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. Therefore, implementation of the Project would not conflict with or cause rezoning of forest land or timberland, and no impact would occur. This issue will not be analyzed further in the EIR.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**                                                                               

**No Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not zoned for forest land, nor does it contain any forests. Therefore, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur. This issue will not be analyzed further in the EIR.

**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?**                                                                               

**Less Than Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses. As discussed in Response 2a, Unique Farmland exists within the FFTOD Specific Plan Area. Although the FFTOD Specific Plan includes zone changes for existing residential parcels adjacent to this farmland, it does not propose converting the Unique Farmland to non-agricultural use. Additionally, the changes associated with the FFTOD Specific Plan would not be expected to result in future conversion of this farmland to non-agricultural use, as the farmland would remain within the same context of agricultural activities within an electrical transmission right-of-way that is surrounded by urban development. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

### **References**

State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County, Los Angeles County Important Farmland 2016 map, available at <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>, accessed November 2, 2020.

State of California Department of Conservation, Division of Land Resource Protection, Williamson Act Program, available at <https://www.conservation.ca.gov/dlrp/wa>, accessed November 2, 2020.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The South Coast Air Quality Management District manages air quality within the South Coast Air Basin, which includes the FFTOD Specific Plan Area. The Project would enable the development of industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. Implementation of the FFTOD Specific Plan would generate pollutant emissions during construction and operation of new developments within the FFTOD Specific Plan Area. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The Project would enable the development of industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. Implementation of the FFTOD Specific Plan would generate short- and long-term pollutant emissions from construction and operation of new developments within the FFTOD Specific Plan Area. Short-term emissions may result from construction activities such as demolition, excavation, and building construction. Although the Project would provide opportunities to promote active transportation and reduce vehicle miles traveled, the Project may result in a cumulatively considerable net increase of any criteria pollutant that could potentially conflict with state or federal ambient air quality standards due to the magnitude of the FFTOD Specific Plan Area. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) **Expose sensitive receptors to substantial pollutant concentrations?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** Sensitive receptors are defined as locations used by people, or by persons that are more susceptible to the harmful health effects of emissions, such as children and the elderly. As discussed in Response 3b above, implementation of the FFTOD Specific Plan would generate short- and



long-term pollutant emissions from construction and operation of new developments within the FFTOD Specific Plan Area. Sensitive receptor locations within the Florence-Firestone community include residential areas, recreational areas, and schools. Future development may expose sensitive receptors within and near the FFTOD Specific Plan Area to substantial pollutant concentrations. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Potentially Significant Impact.** The FFTOD Specific Plan would accommodate light industrial land uses that would be less intensive than the existing permitted industrial land uses. Nonetheless, the light industrial uses may result in exposing a substantial number of people to other emissions, such as odors. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

#### **4. BIOLOGICAL RESOURCES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and lacks natural, vegetated areas (such as creeks or channels) that could support sensitive natural communities or native habitat for sensitive species. The proposed FFTOD Specific Plan provides for infill development within an already highly disturbed urban environment. Therefore, implementation of the FFTOD Specific Plan would not result in any direct impacts to special-status species identified as a candidate, sensitive, or special-status species. Any occurrence of a sensitive species in the FFTOD Specific Plan Area is expected to be an incidental occurrence, such as during foraging. It is anticipated that some trees would likely be removed to accommodate construction of development projects, which has the potential to impact nesting birds if future development occurs during the nesting season.

The Migratory Bird Treaty Act of 1918 (MBTA) prohibits the take (i.e., killing, capturing, selling, trading, or transport) of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA (United States Code Title 16, Chapter 7, Subchapter II, Sections 703-712). Compliance with the MBTA would generally include avoiding construction activities during the nesting season, February 15 through September 1, or if construction activities are to be undertaken during the nesting season, by conducting pre-construction nesting bird surveys and, if needed, providing a qualified biologist to monitor active nests to ensure construction does not affect species protected under the MBTA. Nesting birds are also protected under the California Fish and Game Code (Section 3505 et seq.). Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird, with specified exceptions. By law, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with the MBTA and California Fish and Game Code to protect migratory and nesting birds. As such, impacts to nesting birds would be less than significant. This issue will not be analyzed further in the EIR.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** According to the National Wetlands Inventory managed by the USFWS, no riparian habitat or non-jurisdictional wetlands exist within the FFTOD Specific Plan Area. Additionally, as discussed in Response 4a, the FFTOD Specific Plan Area lacks natural, vegetated areas that could support sensitive natural communities or native habitat for sensitive species. The FFTOD Specific Plan Area is heavily urbanized with

residential and industrial land uses and the Project would not adversely affect any sensitive natural communities. No impact would occur. This issue will not be analyzed further in the EIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact.** As discussed in Response 4b, according to the National Wetlands Inventory, there are no state or federally protected wetlands within the FFTOD Specific Plan Area, which is heavily urbanized. The closest mapped wetland to the FFTOD Specific Plan Area is Compton Creek, approximately 1.3 miles south of the FFTOD Specific Plan Area. Therefore, the Project would have no impact on wetlands. This issue will not be analyzed further in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**Less Than Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized and does not present suitable habitat to support the movement of native or migratory fish. Existing trees and vegetation in the FFTOD Specific Plan Area may be used as habitat by migratory birds. However, as discussed in Response 4a above, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with state and federal regulations that protect migratory wildlife, including the MBTA and California Fish and Game Code. Therefore, impacts would be less than significant. This issue will not be analyzed further in the EIR.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

**No Impact.** According to DRP's Distribution of Oak Species in LA County Map, there is no occurrence of oak woodlands or other unique native woodlands within or near the FFTOD Specific Plan Area, as the area is developed with urban land uses. Therefore, no impact would occur to oak woodlands or native woodlands. This issue will not be analyzed further in the EIR.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or

**Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?**

**Less Than Significant Impact.** The only applicable local policy or ordinance protecting biological resources for the FFTOD Specific Plan Area is the Los Angeles County Oak Tree Ordinance (County Code of Ordinances Sections 22.56.2050 et seq.), which prohibits anyone from damaging or removing oak trees without a permit from DRP. Although no occurrence of oak woodlands or other unique native woodlands occur within or near the FFTOD Specific Plan Area as described in Response 4e, existing landscaping within the FFTOD Specific Plan Area may include oak trees. However, future proposed development under the FFTOD Specific Plan would be required to adhere to the Oak Tree Ordinance. The Oak Tree Ordinance requires permit applicants to submit a site plan and an oak tree report. The site plan should show the locations and dimensions of existing land uses; proposed features on the site; and the location of all oak trees subject to the ordinance proposed to be removed and/or relocated, or within 200 feet of proposed construction, grading, landfill, or other activity. The oak tree report should be prepared, by an individual with expertise acceptable to the director and LA County forester and fire warden, of each tree shown on the site plan describing the size, structure, and health of each tree; and identifying trees that may be classified as heritage trees – which are either any oak tree measuring 36 inches or more in diameter, measured 4.5 feet above the natural grade; or any other oak tree having significant historical or cultural importance to the community. As a result, the Project would not conflict with any local plans or policies protecting biological resources, and impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

**No Impact.** According to the Habitat Conservation Database managed by the USFWS, the FFTOD Specific Plan Area is not located in any adopted Habitat Conservation Plan area. In addition, based on the California Natural Community Conservation Plans Map created by CDFW, the FFTOD Specific Plan Area is not located in any Natural Community Conservation Plan area. No impact would occur. This issue will not be analyzed further in the EIR.

**References**

California Department of Fish and Wildlife, California Natural Community Conservation Plans Map, available at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed November 11, 2020.

Los Angeles County Department of Regional Planning, Distribution of Oak Species in LA County, available at [https://planning.lacounty.gov/assets/upl/sea/Distribution\\_of\\_Oak\\_Species\\_in\\_LA\\_County.pdf](https://planning.lacounty.gov/assets/upl/sea/Distribution_of_Oak_Species_in_LA_County.pdf), accessed November 2, 2020.

US Fish and Wildlife Service, Habitat Conservation Database, available at <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed November 2, 2020.

U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, available at <https://www.fws.gov/wetlands/data/mapper.html>, accessed November 2, 2020.

## 5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

**Potentially Significant Impact.** Historical resources include objects, buildings, structures, sites, areas, places, records, or manuscripts that are historically or archaeologically significant. Buildings and structures 45 years old or older are typically evaluated for historical significance by cultural resources investigations. Based on the DRP GIS-NET database, no historic resources are within the FFTOD Specific Plan Area. However, according to the FFCP, the majority of structures in Florence-Firestone were built during the 1920s–1940s and have the potential to be considered historic resources. Additionally, according to the California Office of Historic Preservation, Built Environment Resources Directory, a total of 27 previously recorded built environment resources were identified within the focused change area (refer to Figure 8 above). Therefore, the Project may cause a substantial adverse change in the significance of a historical resource. The impact is considered potentially significant and a Cultural Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

**Potentially Significant Impact.** Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The FFTOD Specific Plan Area is already heavily urbanized and ground surfaces have been heavily disturbed due to previous development. Therefore, the likelihood of the discovery of archaeological resources is minimal. However, construction of future development in the FFTOD Specific Plan Area could require deeper excavations than previously needed for existing and past developments. Therefore, construction of new developments could cause a substantial adverse change in the significance of an archaeological resource. The impact is considered potentially significant and a Cultural Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**Potentially Significant Impact.** The Florence-Firestone community is heavily urbanized with residential and industrial land uses. There are no unique geologic features within the FFTOD Specific Plan Area. However, as discussed in Response 5b above, construction of future development pursuant to implementation of the FFTOD Specific Plan could require deeper excavations than previously needed for existing and past developments. Therefore, construction of new developments could directly or indirectly destroy a unique paleontological resource. The impact is considered potentially significant and a Cultural

Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

**d) Disturb any human remains, including those interred outside of dedicated cemeteries?**                                                                               

**Potentially Significant Impact.** No known site within the FFTOD Specific Plan Area has been used for human burial purposes, including cemeteries. Therefore, it is unlikely that human remains would be encountered during construction activities related to future development pursuant to implementation of the FFTOD Specific Plan. However, previously unknown buried human remains could be inadvertently disturbed during construction activities. The impact is considered potentially significant and will be further analyzed in the EIR.

**References**

California Office of Historic Preservation, Built Environment Resources Directory, Resources by County, available at [https://ohp.parks.ca.gov/?page\\_id=30338](https://ohp.parks.ca.gov/?page_id=30338), accessed February 22, 2021.

Los Angeles County Department of Regional Planning, GIS-NET, available at <https://planning.lacounty.gov/gisnet>, accessed February 22, 2021.

Los Angeles County Department of Regional Planning, Florence-Firestone Community Plan, adopted September 2019, available at [http://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf](http://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf), accessed November 2, 2020.

## 6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** Redevelopment and infill development resulting from implementation of the FFTOD Specific Plan would require approvals pursuant to Title 31 of the LA County Code, known as the Green Building Standards, which sets guidelines for planning and design, energy efficiency, water conservation, recycling, and air quality. Additionally, the Project would be consistent with policies set forth in the FFCP that promote energy efficiency and green building for new developments. Nonetheless, an Energy Technical Report will be prepared to evaluate the impacts of implementation of the FFTOD Specific Plan related to energy resources. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The FFTOD Specific Plan would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Development projects resulting from implementation of the FFTOD Specific Plan would comply with State of California and LA County regulations related to renewable energy and energy efficiency. These regulations would include the State’s Renewable Portfolio Standard; Appliance Efficiency Regulations; Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings; and Title 31, Green Building Standards, LA County Code, all of which address energy efficiency guidelines for developments. Nonetheless, an Energy Technical Report will be prepared to evaluate the FFTOD Specific Plan’s consistency with state or local plans for renewable energy or energy efficiency. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

## 7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.

**Less Than Significant Impact.** The Los Angeles Basin contains both active and potentially active faults and is considered a region of high seismic activity. The California Earthquake Hazards Zone Application Map issued by the California Geological Survey shows no active faults or Alquist-Priolo Earthquake Fault Zones within the FFTOD Specific Plan Area. The closest known fault is the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Ground rupture is considered more likely along active faults. Due to the distance between the FFTOD Specific Plan Area and the nearest active fault, future development pursuant to implementation of the FFTOD Specific Plan is unlikely to experience ground rupture. The impact would be less than significant. This issue will not be analyzed further in the EIR.

ii) Strong seismic ground shaking?

**Less Than Significant Impact.** Buildout of the FFTOD Specific Plan would increase the numbers of residential units, non-residential structures, residents, and workers in the FFTOD Specific Plan Area. As discussed in Response 7a(i), the closest active faults to the FFTOD Specific Plan Area are the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Even though future development pursuant to implementation of the FFTOD Specific Plan would not likely experience ground rupture, strong seismic ground shaking would likely occur within the lifetime of the FFTOD Specific Plan. Although strong seismic shaking is a risk throughout Southern California, the FFTOD Specific Plan Area is not at greater risk of seismic activity or impacts than other areas. Additionally, the California Building Code regulates development to reduce hazards from earthquakes and other geologic hazards. The California Building Code contains building design and construction requirements that are intended to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. Additionally, future development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the provisions of the California Building Code, which are imposed on development projects by LA County during the building plan check and development review process. Compliance with the requirements of the California Building Code would ensure that impacts related to the hazards associated with strong seismic ground shaking would be less than significant. This issue will not be analyzed further in the EIR.



iii) Seismic-related ground failure, including liquefaction and lateral spreading?

**Potentially Significant Impact.** Liquefaction occurs when loosely packed, water saturated sediments at or near the ground surface lose their strength in response to strong or extended periods of seismic shaking. Pressure increases in the soil pores temporarily alter the soil state from solid to liquid. Liquefied sediments lose strength, in turn causing the failure of adjacent infrastructure, including buildings. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground and occurs when ground shaking causes the side-to-side movement of soil.

According to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zone. The FFTOD Specific Plan Area has a flat topography and is not within or near a landslide zone. Nonetheless, future development projects considered for approval pursuant to implementation of the FFTOD Specific Plan could subject persons or structures to potentially significant hazards arising from liquefaction. Thus, the impact related to liquefaction and lateral spreading is considered potentially significant and will be further analyzed in the EIR.

iv) Landslides?

**No Impact.** The FFTOD Specific Plan Area has a flat topography. Additionally, according to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is not within or near a landslide zone. Therefore, no impact would occur. This issue will not be analyzed further in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

**Potentially Significant Impact.** The FFTOD Specific Plan Area is flat and future development associated with the FFTOD Specific Plan would be implemented in an area that is already developed for urban land uses. However, construction activities associated with the FFTOD Specific Plan, such as roadway, sidewalk, bicycle path, and building development components, would require excavation, grading, and other soil-disturbing activities, which have the potential to result in substantial soil erosion or the loss of topsoil. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Potentially Significant Impact.** As described in Response 7a(iii), the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zones. Future development pursuant to implementation of the FFTOD Specific Plan may be located on soil that is unstable. Therefore, the impact related to being located on an unstable geologic unit or soils is considered potentially significant and will be further analyzed in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

**Potentially Significant Impact.** Expansive soils are clay-based soils that tend to expand or increase in volume as they absorb water. Future development pursuant to implementation of the FFTOD Specific Plan may be located on expansive soils. The impact is considered potentially significant and will be further analyzed in the EIR.

e) **Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?**                       

**No Impact.** The FFTOD Specific Plan Area is served by a public sanitary sewer system. Future developments pursuant to implementation of the FFTOD Specific Plan would include connections to sanitary sewers and would not use onsite wastewater treatment systems. No impact would occur. This issue will not be analyzed further in the EIR.

f) **Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?**                       

**No Impact.** The FFTOD Specific Plan Area has a flat topography and is not subject to the Hillside Management Area Ordinance. No impact would occur. This issue will not be analyzed further in the EIR.

**References**

California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, available at <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>, accessed November 2, 2020.

U.S. Geological Survey, Earthquake Hazards Program, available at <https://earthquake.usgs.gov/>, accessed November 16, 2020.

**8. GREENHOUSE GAS EMISSIONS**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?**                       

**Potentially Significant Impact.** Although the Project would provide opportunities to promote active transportation and reduce vehicle miles traveled, construction and operation of future development permitted by the FFTOD Specific Plan would generate GHG emissions, both directly and indirectly, in the areas of transportation, energy use, water use, and waste disposal. The impact is considered potentially significant and a Greenhouse Gases Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) **Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**                       

**Potentially Significant Impact.** The California Air Resources Board’s Climate Change Scoping Plan contains the main strategies California will implement to achieve required GHG reductions set by Assembly Bill 32, which requires California to reduce its GHG emissions to 1990 levels by 2020. The Sustainable Communities and Climate Protection Act (Senate Bill 375) coordinates land use planning, regional transportation plans, and funding priorities to reduce GHG emissions from passenger vehicles. The Southern California Association of Government’s (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy seeks to reduce per capita transportation emissions for the SCAG region. The FFTOD Specific Plan may generate GHG emissions from construction and operation of future development. Because GHG emissions generated by buildout of the FFTOD Specific Plan may be substantial, these impacts may conflict with GHG strategies and targets of applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions, including the aforementioned. The impact is considered potentially significant and a Greenhouse Gases Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

**9. HAZARDS AND HAZARDOUS MATERIALS**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

**Potentially Significant Impact.** Future development pursuant to implementation of the FFTOD Specific Plan would include construction-related activities and the operation of new or different land uses, which may involve the routine use of substances classified as hazardous materials including fuels, pesticides, paints, and other materials. While the Project would comply with existing federal, state, and local regulations regarding the use, storage, transport, and disposal of hazardous materials, the impact is considered potentially significant and will be further analyzed in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

**Potentially Significant Impact.** The Project would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Implementation of the land use changes may include development that could result in the release of unknown contaminants from the soil and/or groundwater during construction into the environment. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

**Potentially Significant Impact.** The FFTOD Specific Plan Area includes a total of nine elementary schools, five middle schools, three high schools, and two private schools. In addition, the FFTOD Specific Plan Area has the Florence Medical Center, Roosevelt Park Senior Center, and Florence-Firestone Childcare Center, all of which are considered sensitive land uses. The Project would comply with existing federal, state, and local regulations regarding the use, storage, transport, and disposal of hazardous materials. In addition, any future development would be subject to the standards of the LA County Green Zones Program (when adopted), which seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden. Nonetheless, future development pursuant to implementation of the FFTOD Specific Plan may involve the routine use of substances classified as hazardous materials and/or result in the release of unknown contaminants/hazardous materials during construction within one-quarter mile of sensitive land uses. Thus, the impact is considered potentially significant and will be further analyzed in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to

Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Potentially Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses, which may have a history of hazardous material sites. The Geotracker Database, managed by the State Water Resources Control Board, and the EnviroStor database, managed by the California Department of Toxic Substances Control, track sites that may impact water quality and hazardous waste facilities, respectively. Future development pursuant to implementation of the FFTOD Specific Plan may be located on or near a hazardous materials site. The impact is considered potentially significant and will be further analyzed in the EIR.

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 or excessive noise for people residing or working in the project area?

**No Impact.** According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not within an airport land use plan or within 2 miles of a public or public use airport. The nearest public use airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the FFCP area, and no impact would occur. This issue will not be analyzed further in the EIR.

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

**Potentially Significant Impact.** The Los Angeles County Office of Emergency Management maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. Future development pursuant to implementation of the FFTOD Specific Plan would require construction, which may result in construction-related traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. The impact is considered potentially significant and will be further analyzed in the EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access?

**No Impact.** According to the Fire Hazard Severity Zones Map prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the FFTOD Specific Plan Area is not within or near a Very High Fire Hazard Severity Zone. Therefore, there would be no impact to people or structures within a high fire hazard area with inadequate access. This issue will not be analyzed further in the EIR.

ii) within an area with inadequate water and pressure to meet fire flow standards?

**Less Than Significant Impact.** As described in Response 9g(i), the FFTOD Specific Plan Area is not within a Very High Fire Hazard Severity Zone. Furthermore, the Florence-Firestone community is served by Fire Station 16 at 8010 Compton Avenue. The Los Angeles County Fire Department requires adequate water and pressure to service an area, and adequate water and pressure to meet fire flow standards would be continued with buildout of the FFTOD Specific Plan. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

iii) within proximity to land uses that have the potential for dangerous fire hazard?

**Less Than Significant Impact.** The FFTOD Specific Plan Area is presently heavily urbanized with industrial and commercial land uses that inherently have some fire hazard potential. However, these existing uses primarily consist of retail store, shopping center, and auto service commercial uses with nearby residential uses that are typical of an urban setting and would not be considered a dangerous fire hazard. Additionally, the proposed FFTOD Specific Plan Zoning Categories would consider uses suitable for employment near residential areas as well as the creation of transitions between industrial uses that would serve to limit exposure of people to certain land uses. Further, as previously described in Response 9g(i), the FFTOD Specific Plan Area is not within a Very High Fire Hazard Severity Zone. Therefore, a less than significant impact would occur to people or structures within proximity to land uses that have the potential for fire hazard. This issue will not be analyzed further in the EIR.

h) Does the proposed use constitute a potentially dangerous fire hazard?

**Less Than Significant Impact.** The FFTOD Specific Plan would address land use and zoning changes, and provide recommendations for mobility improvements that support housing density and employment in proximity to the Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. It would include light industrial and commercial land uses that may use or manufacture products/materials that could present some fire hazard. However, the FFTOD Specific Plan Area is already heavily urbanized with industrial and commercial land uses that also inherently have some fire hazard potential. The majority of the existing industrial uses within the FFTOD Specific Plan Area is light manufacturing with a small amount of heavy manufacturing, with industrial uses primarily clustered along industrial corridors with auto related uses. The proposed Industrial Flex Zoning Category would maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for employment near residential areas. The Mixed-Use Zoning Categories (MU-1, MU-2, MU-3, and MU-T) would create an employment-focused, high-intensity mixed-use transit district that allows for the creation of transitions between industrial uses. The Industrial Flex Zoning Category would allow for the creation of transitions between employment uses and residential to encourage less noxious uses and focus on light industrial, neighborhood-serving commercial and office uses. Therefore, future development within these zoning categories would not constitute a potentially dangerous fire hazard or increase the potential for dangerous fire hazards as they would consist of typical urban land uses, similar to existing conditions. The impact would be less than significant. This issue will not be analyzed further in the EIR.

## **References**

County of Los Angeles, Open Data, Fire Hazard Severity Zones, available at <https://data.lacounty.gov/dataset/Fire-Hazard-Severity-Zones/jwg2-9k5y>, accessed November 2, 2020.

Department of Toxic Substances Control, EnviroStor, available at <https://www.envirostor.dtsc.ca.gov/public>, accessed November 2, 2020.

Los Angeles County Office of Emergency Management, Los Angeles County Airport Land Use Plan, available at [https://planning.lacounty.gov/assets/upl/data/pd\\_alup.pdf](https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf), accessed November 2, 2020.

State Water Resources Control Board, GeoTracker, available at <https://geotracker.waterboards.ca.gov/>, accessed November 2, 2020.

**10. HYDROLOGY AND WATER QUALITY**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The Clean Water Act governs water quality and the National Pollutant Discharge Elimination System (NPDES) requires any facility discharging pollutants to obtain a permit; compliance is required for all projects within LA County. Redevelopment and infill development of parcels resulting from implementation of the FFTOD Specific Plan have the potential to disturb soil or release hazardous materials that could degrade surface or groundwater quality. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The California Department of Water Resources’ Sustainable Groundwater Management Program Data Viewer indicates that the FFTOD Specific Plan Area is in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. According to the Los Angeles County Public Works’ Spreading Grounds Facilities Map, which identifies water conservation facilities, there are no groundwater recharge basins within or near the FFTOD Specific Plan Area and the FFTOD Specific Plan Area is not used for intentional groundwater recharge. The Golden State Water Company provides water to the Central Basin West service area which includes the FFTOD Specific Plan Area. Water supplied to the Central Basin West service area is composed of groundwater pumped from the Central Groundwater Basin and water from the Colorado River Aqueduct and the State Water Project that is imported and distributed by the Metropolitan Water District of Southern California. The Central Groundwater Basin is bound by the La Brea Uplift to the north; the Elysian, Repetto, Merced, and Puente Hills to the east; the Orange County Groundwater Basin to the southeast; and the Newport-Inglewood Fault Zone to the west. Implementation of the FFTOD Specific Plan would include future development that would increase housing and population, thereby increasing water demand. Therefore, the impact on groundwater supplies is considered potentially significant and will be further analyzed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The FEMA Flood Map Service Center, managed by the Department of Homeland Security, indicates that the FFTOD Specific Plan Area is within an area of minimal flood hazard. In addition, DRP's GIS-NET Public Map shows no streams or rivers within the FFTOD Specific Plan Area. The closest stream or river is Compton Creek, approximately 0.5 mile from the southern boundary of the FFTOD Specific Plan Area. Redevelopment and infill development of parcels resulting from implementation of the FFTOD Specific Plan would occur in an area that is already primarily paved and developed for urban use. During operation of these future developments, runoff would continue to be directed into storm drains. The existing area is primarily paved, and new impervious surfaces would be nominal. However, construction activities, including excavation, for future development may result in erosion of soil. The impact is considered potentially significant and will be further analyzed in the EIR.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?

**Potentially Significant Impact.** As previously discussed, the FFTOD Specific Plan would include redevelopment and infill development of existing urban land uses in the FFTOD Specific Plan Area. Future development pursuant to implementation of the FFTOD Specific Plan would continue to direct runoff into storm drains and is not likely to substantially increase the rate, amount, or depth of surface runoff that would result in flooding as the existing area is primarily paved and new impervious surfaces would be nominal. However, construction activities, including excavation, for future development may alter drainage patterns temporarily and new sources of runoff may occur. Operation of new development may also contribute to new sources of surface runoff. The impact related to an increase in runoff and the capacity of drainage systems is considered potentially significant and will be further analyzed in the EIR.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

**Potentially Significant Impact.** As previously discussed, the FFTOD Specific Plan would include redevelopment and infill development of existing urban land uses in the FFTOD Specific Plan Area. Future development pursuant to implementation of the FFTOD Specific Plan would maintain existing drainage patterns and is not likely to substantially create runoff water that would exceed drainage capacity as the existing area is primarily paved and new impervious surfaces would be nominal. However, construction of future development may alter drainage patterns temporarily and new sources of runoff may occur. Operation of new development may also contribute to new sources of runoff. The impact is considered potentially significant and will be further analyzed in the EIR.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

**Less Than Significant Impact.** As previously discussed in Response 10c(i), the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. Therefore, future development pursuant to implementation of the FFTOD Specific Plan would not impede or redirect flood flows and would not expose existing housing to flood hazards. The impact would be less than significant. This issue will not be analyzed further in the EIR.

**d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?**

**Less Than Significant Impact.** As previously discussed in Response 10c(i), the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. Future development pursuant to implementation of the FFTOD Specific Plan would not place structures in the federal 100-year flood hazard or LA County Capital floodplain areas. The impact would be less than significant. This issue will not be analyzed further in the EIR.

**e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?**

**No Impact.** The Los Angeles County Low Impact Development (LID) Ordinance incorporates design strategies using naturalistic, on-site Best Management Practices for new development to reduce impacts to stormwater quality and quantity. All designated, non-designated, street and road construction, and single-family hillside home projects within the Unincorporated Areas of LA County, including in the Florence-Firestone community, are required to comply with the LID Standards Manual. A comprehensive LID plan and analysis demonstrating compliance with the LID Standards Manual must be submitted for review and approval by the Director of Public Works. Future redevelopment and infill development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the ordinance as applicable. No impact would occur. This issue will not be analyzed further in the EIR.

**f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?**

**No Impact.** The FFTOD Specific Plan Area is served by existing public sanitary sewers. No wastewater treatment systems are proposed within the FFTOD Specific Plan Area. Additionally, the FFTOD Specific Plan Area does not contain geological limitations or surface water such as rivers and lakes. Therefore, no impact related to use of wastewater treatment systems in these areas would occur. This issue will not be analyzed further in the EIR.

**g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.** As previously discussed, the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. The Los Angeles County Tsunami Inundation Maps created by the California Department of Conservation show that the FFTOD Specific Plan Area is not within a tsunami inundation zone. In addition, the Dam Locations Map created by the Los Angeles County Public Works show no dams or reservoirs within or near the area, indicating that the FFTOD Specific Plan Area is not within a seiche zone. As the FFTOD Specific Plan Area is not within any of the aforementioned zones, no impact related to the risk of release of pollutants due to inundation would occur. This issue will not be analyzed further in the EIR.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?



**Potentially Significant Impact.** The California Department of Water Resources identifies groundwater basins in California that are subject to the Sustainable Groundwater Management Act, which allows local agencies or counties to develop a Groundwater Sustainability Plan (GSP). The local agency that manages LA County's GSP is the Santa Monica Basin Groundwater Sustainability Agency. As the FFTOD Specific Plan Area falls within this jurisdiction, future development pursuant to implementation of the FFTOD Specific Plan would be subject to the local water management plan. Redevelopment and infill development of parcels has the potential to disturb soil or release hazardous materials that could conflict with the local water quality control plan, or otherwise conflict with the GSP. The impact is considered potentially significant and will be further analyzed in the EIR.

### **References**

California Department of Conservation, Los Angeles County Tsunami Inundation Maps, available at <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>, accessed November 12, 2020.

California Department of Water Resources, Sustainable Groundwater Management Program Data Viewer, available at <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels>, accessed November 2, 2020.

City of Santa Monica, Santa Monica Basin Groundwater Sustainability Agency, available at <https://www.santamonica.gov/gsp>, accessed November 12, 2020.

Department of Homeland Security, FEMA Flood Map Service Center, available at <https://msc.fema.gov/portal/search#searchresultsanchor>, accessed November 12, 2020.

Golden State Water Company, Florence-Graham Water System Consumer Confidence Report on Water Quality for 2019, available at <https://www.gswater.com/sites/main/files/file-attachments/water-quality-2020-florence-graham.pdf?1590713678>, accessed November 23, 2020.

Los Angeles County Public Works, Dam Locations Map, available at <https://dpw.lacounty.gov/wrd/reservoir/Reservoirs.pdf>, accessed November 12, 2020.

Los Angeles County Public Works, Low Impact Development Standards Manual, available at <https://dpw.lacounty.gov/ldd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf>, accessed November 2, 2020.

Los Angeles County Public Works, Spreading Ground Facilities Map, available at <http://dpw.lacounty.gov/wrd/spreadingground/SpreadingGroundMap.pdf>, accessed November 2, 2020.

**11. LAND USE AND PLANNING**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Physically divide an established community?

**Less Than Significant Impact.** The FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial uses. Implementation of the FFTOD Specific Plan would include land use and zoning changes, and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). These improvements would make it easier for bicyclists and pedestrians to access these stations and enhance commercial development focused on serving the local community. Redevelopment and infill development of parcels within the FFTOD Specific Plan Area would result in additional housing units and promote multi-modal connectivity and increase access to transit within the community. Therefore, implementation of the Project would not physically divide an established community. A less than significant impact would occur. This issue will not be analyzed further in the EIR.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Potentially Significant Impact.** The Project, a TOD Specific Plan, would result in changes to industrial, mixed-use, commercial, and residential land uses and zoning categories focused in the 0.25 mile TOD area around each of the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations). The FFTOD Specific Plan would identify sites that have the potential for redevelopment or infill development and proposes to rezone land uses of specific parcels within the area to provide for the TOD consistent with the LA County TOD Program. The Project will also rezone RHNA sites consistent with the proposed Housing Element update. The FFTOD Specific Plan would result in increases in development intensity and changes in land uses that would require amendments to the LA County Zoning Code (Title 22), the General Plan, and the FFCP. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

**No Impact.** DRP defines Hillside Management Areas (HMAs) as areas with 25 percent or greater natural slopes, and Significant Ecological Areas (SEAs) as areas with irreplaceable biological resources. According to DRP’s GIS-NET Public database, no HMAs or SEAs are within or near the FFTOD Specific Plan Area. Therefore, the Project would not conflict with the goals and policies of the General Plan related to HMAs or SEAs and no impact would occur. This issue will not be analyzed further in the EIR.

**References**

Los Angeles County Department of Regional Planning, GIS-NET Public, Planning & Zoning Information for Unincorporated L.A. County, available at

[https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET\\_Public.GIS-NET\\_Public](https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public), accessed November 2, 2020.

Los Angeles County Department of Regional Planning, Hillside Management Areas (HMA) Ordinance, available at <https://planning.lacounty.gov/hma>, accessed November 12, 2020.

Los Angeles County Department of Regional Planning, Significant Ecological Areas Program, available at <https://planning.lacounty.gov/site/sea/maps/>, accessed November 12, 2020.

**12. MINERAL RESOURCES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** According to the Generalized Mineral Land Classification Map of Los Angeles County – South Half issued by the California Geological Survey, the majority of the FFTOD Specific Plan Area is designated as Mineral Resource Zone (MRZ) 1, which indicates that no significant mineral deposits are present, or that there is little likelihood for their presence. The northern portion of the FFTOD Specific Plan Area, from Slauson Avenue until approximately E 62nd Street, is designated MRZ-2, which indicates that the area contains significant mineral deposits or high likelihood exists for their presence. However, that portion of the FFTOD Specific Plan Area is currently heavily urbanized with residential and industrial uses. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that are incompatible with mining. In addition, no active mines are within or near the FFTOD Specific Plan Area. Therefore, a less than significant impact would occur related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. This issue will not be analyzed further in the EIR.

b) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** The General Plan does not specify areas of significant availability of a locally important mineral resource recovery site within the FFTOD Specific Plan Area. The FFCP also does not specify such mineral resource recovery areas. Although a portion of the FFTOD Specific Plan Area is designated as MRZ-2, as discussed above, the land is already built out with urban land uses incompatible with mining. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that would also be incompatible with mining. Therefore, the Project would not result in the substantial loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The impact would be less than significant. This issue will not be analyzed further in the EIR.

**References**

State of California The Resources Agency Department of Conservation, Generalized Mineral Land Classification Map of Los Angeles County – South Half, accessed November 2, 2020.

**13. NOISE**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** Implementation of the FFTOD Specific Plan would potentially increase noise levels in the community due to the construction and operation of future development. Possible sources of noise would include construction activities, stationary sources (e.g., mechanical systems), and mobile sources (e.g., increased passenger and commercial/industrial vehicular traffic). Therefore, the Project may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan or noise ordinance. The impact is potentially significant, and a Noise and Vibration Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) **Generation of excessive groundborne vibration or groundborne noise levels?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** Implementation of the FFTOD Specific Plan would include construction and demolition activities related to future development, which have the potential to cause temporary generation of excessive groundborne vibration or noise levels in the FFTOD Specific Plan Area. Additionally, the operation of certain land uses (e.g., industrial) could also result in the generation of groundborne vibration and noise. The increase in groundborne vibration or noise has the potential to impact vibration-sensitive land uses within or surrounding the FFTOD Specific Plan Area. The impact is potentially significant, and a Noise and Vibration Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not within an airport land use plan or a private airstrip, or within 2 miles of a public airport or public use airport. The closest airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. The Project would not expose people residing or working in the

FFTOD Specific Plan Area to excessive noise levels from aircraft. No impact would occur. This issue will not be analyzed further in the EIR.



**14. POPULATION AND HOUSING**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- |                                                                                                                                                                                                                            |                                     |                          |                          |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <p>a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

**Potentially Significant Impact.** The Florence-Firestone community is primarily residential, with approximately 63 percent of the land within the area designated for residential use. The FFTOD Specific Plan would include residential and non-residential land use changes that could allow for an increase in the population density of the area. The residential zone changes would maintain existing residential neighborhoods while supporting a broader range of housing types, as well as encouraging medium-density and high-density residential near transit. Therefore, the Project has the potential to induce direct or indirect substantial unplanned population growth in the area. The impact is considered potentially significant and will be further analyzed in the EIR.

- |                                                                                                                                                                       |                                     |                          |                          |                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <p>b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

**Potentially Significant Impact.** The FFTOD Specific Plan would address land use and zoning changes and provide recommendations for mobility improvements that support housing density and employment in proximity to the Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. The FFTOD Specific Plan would provide for redevelopment and infill development that would include a mix of industrial, mixed-use, commercial, and residential uses. As discussed, implementation of the FFTOD Specific Plan would provide residential zone changes that would maintain existing residential neighborhoods while supporting a broader range of housing types, as well as encouraging medium-density and high-density residential near transit. However, future development pursuant to implementation of the proposed FFTOD Specific Plan has the potential to result in displacement of existing people or housing. The impact is considered potentially significant and will be further analyzed in the EIR.

**15. PUBLIC SERVICES**

	<i>Less Than Significant</i>			
	<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

**Potentially Significant Impact.** The Florence-Firestone community is served by the Los Angeles County Fire Department, Fire Station 16, at 8010 Compton Avenue. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus increasing demand for fire protection services. The impact is considered potentially significant and will be further analyzed in the EIR.

Sheriff protection?

**Potentially Significant Impact.** The Florence-Firestone community is served by the Los Angeles County Sheriff's Department, Century Sheriff's Station, at 11703 South Alameda Street. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus increasing demand for sheriff protection services. The impact is considered potentially significant and will be further analyzed in the EIR.

Schools?

**Potentially Significant Impact.** As previously mentioned in Response 9c, nine elementary schools, five middle schools, three high schools, and two private schools are within the FFTOD Specific Plan Area. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the number of families and youth that would increase demand for schools. The impact is considered potentially significant and will be further analyzed in the EIR.

Parks?

**Potentially Significant Impact.** The FFTOD Specific Plan Area contains five parks, totaling approximately 70 acres of park space. The Project would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). However, the ratio of park space to number of residents in the Florence-Firestone community is already below LA County's standards (1 acre

per 1000 residents compared to the goal of 4 acres per 1,000 residents). Thus, an increase in population density resulting from implementation of the Project has the potential to increase the demand for parks. The impact is considered potentially significant and will be further analyzed in the EIR.

**Libraries?**

**Potentially Significant Impact.** There are two libraries within the FFTOD Specific Plan Area: the Florence Library (7600 Graham Avenue) and the Graham Library (1900 East Firestone Boulevard). The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the demand for library services. The impact is considered potentially significant and will be further analyzed in the EIR.

**Other public facilities?**

**Potentially Significant Impact.** There are several other public facilities within the FFTOD Specific Plan Area, including a social services center, childcare center, senior center, community center, and others. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the demand for other public facilities. The impact is considered potentially significant and will be further analyzed in the EIR.

**16. RECREATION**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<i>Potentially Significant Impact</i>		

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Potentially Significant Impact.** The FFTOD Specific Plan Area contains five parks: Ted Watkins Memorial Park, Franklin D. Roosevelt Park, Colonel Leon H. Washington Park, Mary MacLeod Bethune Park, and El Parque Nuestro. El Parque Nuestro, built in 2010, is the community’s newest park and the only pocket park. Goals and policies from the FFCP address the need for more neighborhood parks and pocket parks that are easily accessible from residential areas. In addition, according to the FFCP, all five of these parks need improvements and/or are in poor condition. The FFTOD Specific Plan would include land use changes that could allow for an increase in the population density of the area, which may increase the use of these parks such that further deterioration of the park facilities could occur. The impact is considered potentially significant and will be further analyzed in the EIR.

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

**Potentially Significant Impact.** The FFTOD Specific Plan would propose land use and zoning changes and provide recommendations for mobility improvements (including to pedestrian and bicycle infrastructure) to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Goal PR-4, Policy PR-4.3 from the FFCP addresses the need for parks to be integrated into a community-wide greenway network, linking to larger open space networks, such as the Los Angeles and Rio Hondo River trails. As discussed in Response 16a, the five parks within the FFTOD Specific Plan Area need improvements and/or are in poor condition. Additionally, the FFTOD Specific Plan would include land use changes that could allow for an increase in the population density of the area, which may increase the use of these parks or require the construction or expansion of recreational facilities resulting in an adverse physical effect on the environment. The impact is considered potentially significant and will be further analyzed in the EIR.

c) **Would the project interfere with regional trail connectivity?**

**No Impact.** According to the Los Angeles County Department of Parks and Recreation’s Trails Map, there are no LA County trails within the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, which is approximately 5 miles east of the FFTOD Specific Plan Area. In addition, the FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses with little open space. The Project would not interfere with regional open space connectivity, and no impacts would occur. This issue will not be analyzed further in the EIR.

## 17. TRANSPORTATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**Potentially Significant Impact.** The Project is a TOD Specific Plan. The Project proposes land use and zoning changes, and recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations) to make it easier for bicyclists and pedestrians to access the stations. Proposed improvements have the potential to impact the performance of roadways in and surrounding the FFTOD Specific Plan Area. These changes may conflict with an applicable program, plan, ordinance, or policy addressing the circulation system. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

**Potentially Significant Impact.** CEQA Guidelines section 15064.3, subdivision (b) states that projects within 0.5 mile of either an existing major transit stop or projects that decrease vehicle miles traveled compared to existing conditions should be presumed to have a less than significant transportation impact. The Project is a TOD Specific Plan. The TOD is applicable to an area within a 0.5-mile radius of each of the three Metro A Line Stations: the Slauson, Florence, and Firestone Stations. The Project proposes land use and zoning changes, and recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). The Project would provide more opportunities for housing, enable transit-serving development, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects. However, the Project extends beyond the 0.5-mile TOD radius and future development outside of the TOD area. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?

**Potentially Significant Impact.** The FFTOD Specific Plan would incorporate changes in sidewalk design and streetscape zones, which may include sidewalk widening, landscaping, and building setbacks. Proposed roadway changes and improvements as part of the FFTOD Specific Plan would be required to comply with applicable Standard Plans issued by the Los Angeles County Public Works. In addition, the proposed uses within the FFTOD Specific Plan would be compatible with the surrounding mixed uses in the urban environment. Nonetheless, a Transportation Technical Report will be prepared for the Project. The findings

and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

**d) Result in inadequate emergency access?**

**Potentially Significant Impact.** The proposed FFTOD Specific Plan would include roadway changes and improvements, which would require the presence of construction equipment and materials adjacent to roadways. Future development pursuant to implementation of the FFTOD Specific Plan would require construction, which may result in construction traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

## 18. TRIBAL CULTURAL RESOURCES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |                                                                                                                                                                                          |                                     |                          |                          |                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. A Cultural Resources Technical Report will be prepared for the Project, which will identify any significant tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources and evaluate the sensitivity of the FFTOD Specific Plan Area for tribal cultural resources. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

- |                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |                          |                          |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Pursuant to Assembly Bill 52, the lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As the lead agency, DRP will consult with California Native American tribes that request consultation in association with the Project. If any tribal cultural resources are identified during the Assembly Bill 52 process, the impact may be considered potentially significant. Therefore, this issue will be further analyzed in the EIR.

**19. UTILITIES AND SERVICE SYSTEMS**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. Implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. As discussed in Response 19a, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for water for the foreseeable future. The impact is considered potentially significant and will be further analyzed in the EIR.

c) 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?

Potentially Significant Impact. The Los Angeles County Sanitation District provides wastewater treatment for the FFTOD Specific Plan Area. As previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for wastewater treatment and services. The impact is considered potentially significant and will be further analyzed in the EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. Waste management services within the FFTOD Specific Plan Area are provided by the Florence/Firestone/Willowbrook Garbage Disposal District administered by LA County and private waste haulers. According to the Los Angeles County Public Works 2018 Countywide Integrated Waste



Management Plan, to meet disposal capacity needs for LA County to 2033, jurisdictions in LA County must further increase their waste reduction and diversion efforts, among other strategies. As previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population, which would translate to an increase in the generation of solid waste. The impact is considered potentially significant and will be further analyzed in the EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Potentially Significant Impact.** Future developments pursuant to implementation of the FFTOD Specific Plan would be required to comply with federal, state, and local statutes and regulations regarding solid waste, including LA County’s Construction and Demolition Debris Recycling and Reuse Ordinance and the Roadmap to Sustainable Waste Management Future (Roadmap). The Roadmap establishes a goal to divert 80 percent of solid waste generated in unincorporated areas of LA County, including the FFTOD Specific Plan Area, by 2025, 90 percent by 2035, and 95 percent or more by 2045. However, as previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and associated generation of solid waste, which could conflict with solid waste reduction statutes. The impact is considered potentially significant and will be further analyzed in the EIR.

**References**

Los Angeles County Public Works, 2019, Countywide Integrated Waste Management Plan 2018 Annual Report, accessed February 22, 2020.

**20. WILDFIRE**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Fire Hazard Severity Zone Map prepared by CAL FIRE, the FFTOD Specific Plan Area is not within or near a Very High Fire Hazard Severity Zone within a Local Responsibility Area or a State Responsibility Area. Therefore, no impact related to high fire hazard severity zones would occur. This issue will not be analyzed further in the EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. See Response 20a.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. See Response 20a.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. See Response 20a.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. See Response 20a.

**Reference**

California Department of Forestry and Fire Protection (CAL FIRE), California Fire Hazard Severity Zone Viewer, available at <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed November 12, 2020.

## 21. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** Potentially significant impacts are identified in this Initial Study related to aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. The extent of these impacts will be evaluated in the EIR.

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 connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The FFTOD Specific Plan may have impacts that are cumulatively considerable when considered in conjunction with other current projects and the effects of probable future projects. The EIR will address the potential cumulative impacts for each of the environmental topics analyzed in the EIR.

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

	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Potentially Significant Impact.** The FFTOD Specific Plan may have environmental effects that may substantially adversely affect human beings, either directly or indirectly. The extent of these impacts will be evaluated in the EIR.