LYNWOOD HOUSING ELEMENT UPDATE 2021-2029

Initial Study

Prepared by:

City of Lynwood

Department of Development, Compliance and Enforcement Services

11330 Bullis Road

Lynwood, CA 90262

Contact: Ernie Hernandez, City Manager

October 2021

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FOR MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

Project Title: Lynwood Housing Element Update 2021-2029

Project Location: City-wide Lynwood, Los Angeles County

Project Description: Lynwood's Housing Element consists of the following major components:

- A geographic and historic description of the City of Lynwood to provide community context;
- An analysis of Lynwood's demographic, economic, and housing characteristics and trends;
- An evaluation of land, financial, and administrative resources and energy conservation opportunities available to address housing issues;
- A review of potential governmental, market, and environmental constraints to meeting Lynwood's identified housing needs;
- The Housing Action Plan that contains goals, policies, and programs for the 2021-2029 planning period;
- A review of Lynwood's accomplishments during the 2014-2021 planning period; and,
- A detailed inventory of suitable sites for housing development.

The City of Lynwood provided residents, business owners and interest groups opportunities to participate in the Housing Element Update process. These individuals and groups proved to be valuable components of the overall Housing Element process and development. The City website, social media platforms, and email notifications were some of the techniques used to notify and update the public throughout the Housing Element Update process. Community engagement occurred via virtual meetings and study sessions, where community members participated in the meetings by listening through a teleconference or viewing a livestream; submitting written comments via an e-comment service and email; and, providing comments via teleconference.

The 2021-2029 Housing Element builds upon the other ten Lynwood General Plan Elements and is consistent with the General Plan goals, policies and implementation programs. As the General

Plan is amended over time, the Housing Element will be reviewed for consistency with the General Plan.

Project Objectives

Project objectives are as follows.

- Accommodate Regional Housing Needs
- Housing for Persons with Special Needs
- Maintain and improve existing housing
- Plan for growth needs for all economic segments and housing types
- Minimize constraints to housing development
- Further fair housing
- Improve and Facilitate Additional Housing

Project Approvals

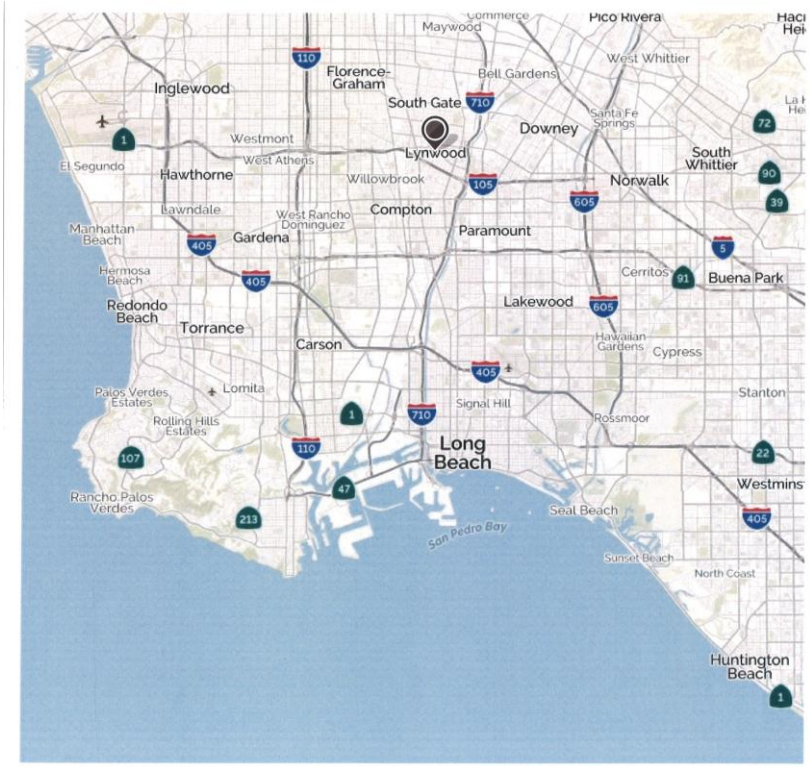
The Lynwood Housing Element Update 2021-2029 must be adopted by the Lynwood City Council and certified by the California State Department of Housing and Community Development. Individual sites will be subject to administrative Site Plan review.

Project Applicant: City of Lynwood

Property Owners: Various

Lead Agency Contact Person: City of Lynwood, John Yonai, Community Development Director
11330 Bullis Road
Lynwood, CA 90262
(310) 603-0220
Email: jyonai@lynwood.ca.us

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



Regional Map

Existing Conditions

The City of Lynwood incorporated in 1921. Lynwood is one of the Gateway Cities in the County of Los Angeles. Lynwood is located approximately nine miles southwest of Downtown Los Angeles and is bordered by the City of Los Angeles to the west, Paramount to the east, South Gate to the north, and Compton to the south. The City is situated near the intersection of Interstate-710 and Interstate 105, and is southwest of the confluence between the Los Angeles River and the Rio Hondo Channel. The Alameda Corridor (a 20-mile freight rail "expressway") extends through the western portion of Lynwood and connects the ports of Los Angeles and Long Beach to the rest of Los Angeles, Orange County, Riverside County, and the Inland Empire. The regional setting and City location are depicted in Figures 1 and 2, respectively.

Lynwood is approximately 4.84 square miles in area and has a population of approximately 71,269. The dense City ethnic composition is 88% Hispanic/Latino, 8% Non-Hispanic Black, 2.2% Non-Hispanic White, and 0.9% Non-Hispanic Asian. Lynwood is bounded by the City of South Gate to the north and east, the Cities of Compton and Paramount to the south, and unincorporated Los Angeles County to the west and northeast.

Lynwood has limited opportunities for easily buildable land. The City is largely developed and most remaining land is comprised of small lots, near freeways, or parcels historically used for industrial use that may require environmental clean-up and may constrain development of homes for lower income households. According to the Lynwood General Plan, single-family and multi-family uses occupy 41.7 percent of the City's land area and 33.2 percent of the City's land area is used as roadways and highways. Changes in demographic characteristics have resulted in demand for more housing, while the City population has remained generally constant. The majority of future residential growth in Lynwood will occur via infill development, adaptive reuse development, and increased density near transit corridors.

City of Lynwood General Plan

The Lynwood General Plan Goals that are relevant to the Housing Element are as follows.

- Provide a balanced and functional mix of land uses, which takes advantage of the unique position of Lynwood in relation to the region.
- Preserve the stable, single-family character of Lynwood's residential communities.
- Plan for new patterns of land uses which complement the overall character of existing uses, and which offer opportunities for the compatible development of vacant and underutilized parcels.
- Promote land uses that both capitalize on the opportunities and mitigate the negative impacts of the City's adjacency to major transportation systems.
- Define a series of specific plan areas to take advantage of special land use opportunities. These specific plan areas shall provide the City with a strategic framework that can be regularly updated in response to changes in the environment. These specific plan areas should be selected, and their features defined, in a manner which is in keeping with the long-term goals of the City, such as the focus on neighborhood based activities, including preservation of residential communities, and providing for the needed separation of incompatible land uses.
- Ensure that residential neighborhoods are protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential environment.

- As an alternative to densification through multi-family housing, utilize programs that encourage lot splits of large single-family residential lots into two lots. The new, second lot shall be earmarked for the development of a new single-family home to provide new housing for Lynwood residents, which is in keeping with the low density, residential character of the City.

Lynwood 2021-2029 Housing Element Contents

The Lynwood 2021-2029 Housing Element is an eight-year plan for the 6th cycle. The Housing Element identifies strategies and programs to focus on the following:

- Conserving and improving existing affordable housing;
- Providing adequate housing sites;
- Assisting in development of affordable housing;
- Removing governmental and other constraints to facilitate housing development; and,
- Promoting equal housing opportunities.

The 2021-2029 Housing Element consists of the following major components:

- A geographic and historic description of the city to provide community context (Chapter I);
- An analysis of the City's demographic and housing characteristics and trends (Chapter II);
- An evaluation of resources and opportunities available to address housing issues (Chapter III);
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs (Chapter IV);
- The Housing Action Plan for the 2021-2029 planning period (Chapter V);
- A review of the City's accomplishments during the 2014-2021 planning period (Appendix A);
- A detailed inventory of the suitable sites for housing development (Appendix B); and,
- A record of the community engagement activities and public participation (Appendix C).

Chapter 1 (Introduction) – the historic and geographic description of Lynwood

Chapter 2 (Housing Needs Assessment) – This Chapter contains an analysis of City demographic and housing characteristics and trends. This includes population characteristics, household characteristics, employment, housing stock characteristics, housing tenure, special needs persons, assisted housing at risk of conversion, future growth needs, and affirmatively furthering fair housing. In addition, the 2021-2029 Housing Element identifies financial resources available to Lynwood residents, integration and segregation in Lynwood, disability population, familial statuses, income groups, racially and ethnically concentrated areas, racially and ethnically concentrated areas of influence, access to opportunity in Lynwood, proximity to employment, disproportionate housing needs, overcrowding, and special flood areas in Lynwood.

In addition, the Housing Needs Assessment identifies 2,628 potential housing sites in the City, prioritized according to proximity to Long Beach Boulevard (where the great majority of the sites are located, proximity to transit, and areas with greater employment for low-income households.

Chapter 3 (Resources and Opportunities) discusses land resources (vacant and underutilized parcels), financial and administrative resources (Federal, State, Los Angeles County, City/local, and private), and energy conservation opportunities.

Chapter 4 (Constraints) identifies governmental constraints (land use plans and regulations; development processing procedures; development fees and improvement requirements), and non-governmental constraints (environmental, infrastructure, and market).

Chapter 5 (Housing Action Plan) contains Goals, Policies and Housing Programs that are focused to the five overall goals of the 2021-2029 Housing Element identified above.

The Appendices are comprised of an evaluation of the 2014-2021 Lynwood Housing Element, a residential sites inventory, and a record of public participation in the 2021-2029 Housing Element process.

The 2021-2029 Housing Element addresses Lynwood's Regional Housing Needs Allocation of 1,558 units, which can be accommodated on the sites identified without need of zoning changes. The following Table presents capacities and comparable assigned needs according to income categories.

Income Category	Assigned Units	Identified Housing Sites
Very Low Income*	377	456
Low Income	139	567
Moderate Income	235	391
Above Moderate Income	807	1,214
TOTALS	1,558	2,628

*50% of Very-Low Income units are assumed to be assigned to Extremely Low-Income households.

Housing Programs in the 2021-2029 Housing Element are related directly to the overall Housing Element Goals.

Housing Element Goal – Preserve and improve existing housing – A significant number of homes in Lynwood are more than 30 years old, the age when most homes begin to require major rehabilitation improvements. Lynwood has taken a proactive approach to maintaining existing housing stock quality by identifying older residential neighborhoods for potential housing rehabilitation. Proposed Programs related to this Housing Element Goal are the following:

- **Code Enforcement & Housing Rehabilitation Program –** Code Enforcement Division investigates as many as 8,000 complaints annually related to property maintenance, building conditions, and other housing/neighborhood issues. Housing rehabilitation program offers homeowners opportunity to apply for small grants and loans to complete home and/or property improvements.
- **Acquisition and Rehabilitation Program –** City provides an annual allocation of HOME Program funds to purchase and acquire property that will be rehabilitated according to minimum property standards and made available for purchase by low-income and moderate-income households. The City is committed to investigate new funding opportunities during the 2021-2029 cycle.
- **Monitor and preserve Affordable Housing –** Lynwood will continue to maintain an inventory of affordable housing units and promote use of additional affordable housing assistance programs to preserve existing affordable units at risk of converting to market rate.
- **Residential Energy Conservation –** Lynwood's Residential Design Guideline contains green building practices. The City's Energy Action Plan outlines long-term vision of achieving energy efficiency in local government facilities and the community. The City

also will promote energy conservation devices for all new and existing residential projects. Residents are able to apply for loans to increase energy efficiency of their homes.

Housing Element Goal – Encourage a Variety of Housing Types to Meet Needs of City Residents – Lynwood participates in the Mortgage Credit Certificate and encourages ADU, mixed-use and multi-family housing to meet needs of growing senior population and lower-income households. Proposed Programs related to this Housing Element Goal are the following:

- **Housing Opportunity Sites –** City has identified vacant land zoned R-1, R-3, or Mixed-Use and appropriately zoned sites currently underutilized and ideal for redevelopment. The sites potentially can accommodate 2,285 dwelling units. The majority of these sites are located within the Long Beach Boulevard Specific Plan study area. In addition, the City offers various development incentives.
- **Developer Partnership Program –** The City will support development of affordable housing by private, public, and non-profit developers during the 2021-2029 cycle by facilitating discussions between developers and local banks to meet their obligations pursuant to the California Community Reinvestment Act, providing Letters of Support and favorable financing to developers/contractors/property owners involved with projects to provide lower-income and moderate-income housing. Whenever possible, the City will offer funds (HOME and CDBG grants) to assist the development community.
- **Incentives for Large Multi-Family Units –** The City will prioritize incentives for developers proposing units with 3 or more bedrooms and investigate funding for such.
- **Accessory Dwelling Units –** ADUs are an essential component of the housing supply in California. The City's Second Unit Ordinance has been superseded by provisions of SB 13 pertaining to ADU Standards. The City currently defers its standards to State law but anticipates creating an updated ADU Ordinance in accordance with SB 13.

Housing Element Goal – Provide Housing Assistance Where Needed, Wherever Feasible – The Lynwood General Plan, Development Code, and Specific Plans describe where housing may be built. HEU Appendix B lists specific housing sites in the City.

- **Housing Choice Vouchers (Section 8) –** Lynwood participates in the Federal Housing Choice Vouchers (formerly Section 8) Program.
- **Los Angeles County Partnership –** The City will coordinate with the Los Angeles County Community Development Commission and Los Angeles County Housing Authority to promote resident awareness and application for County-run housing assistance program.
- **First-Time Homebuyer Program –** The City historically has provided HOME funds as financial assistance to low-income families to purchase single-family homes. For the 2021-2029 cycle, Lynwood will investigate new funding opportunities and administer funds as those become available.
- **Housing Element Implementation –** To accommodate large households, Lynwood will offer and prioritize development incentives and funding opportunities toward developers that provide housing units with multiple bedrooms. The City also will prioritize its program activities and development incentives to meet the needs of other special needs groups, including extremely low-income households and people with disabilities, including developmental disabilities. In addition, the Planning Commission and City Council will conduct an annual review of the Housing Element implementation schedule.

Housing Element Goal – Remove Governmental Constraints to Development of New Housing Opportunities – The Housing Element must address and where legally possible remove governmental constraints affecting maintenance, improvement, and development of housing.

- **Residential Development Standards Review –** City staff will review residential zones development standards to identify standards that may constrain development of affordable housing and housing for special groups (e.g., minimum unit size; property line setbacks; parking; building heights). The City also will continue to streamline processing applications.
- **Development & Processing Procedures –** The City continuously monitors permit processing times and seeks to streamline processes. In addition, the City conducts regular internal reviews of planning and development fees.
- **Residential Density Bonus Ordinance –** The City offers developers the opportunity to utilize a Density Bonus Ordinance that allows for a density increase of 35 percent plus development incentives for qualified affordable projects.
- **Small Lot Consolidation –** To encourage development of residential and mixed-use projects, Lynwood offers incentives for lot consolidation to encourage development of residential and mixed-use projects. These include a reduction in minimum lot size/dimensions, land write-down, assistance with on-site and off-site infrastructure costs, and other pre-development costs associated with assemblage of multiple parcels. The City will promote the Program at City Hall on its website.
- **Flood Management –** The City will review and revise the General Plan Safety Element to identify information about flood hazards.

Housing Element Goal – Promote Equal Housing Opportunities – Lynwood promotes housing opportunities for all persons regardless of race, religion, gender, family size, marital status, ancestry, national origin, color, age, or physical disability.

- **Fair Housing Foundation –** The Affirmatively Furthering Fair Housing Program will be implemented. The City also will actively recruit residents from neighborhoods of concentrated poverty to serve or participate on boards, committees, and other local government bodies and ensure environmental hazards are not disproportionately concentrated in low-income communities. In addition, Lynwood will continue to refer services to the Fair Housing Foundation and maintain literature and informational brochures at City Hall that are available for public distribution. The Fair Housing Foundation implements policies and practices for fair housing in Lynwood and takes action on any circumstances that affect equal housing opportunities.
- **Special Needs Housing Program –** Special Needs Housing includes housing for persons with disabilities, the elderly, farm workers, persons needing emergency shelter, or transitional living arrangements, and those living in residential care facilities or single-room occupancy units. To accommodate this population group, the City has amended the Zoning Code so transitional and supportive housing are permitted in all residential zoning districts by right. The City also has revised the Zoning Code to permit emergency shelters by right in the R-3 and M zoning districts.

PUBLIC OUTREACH

The City of Lynwood conducted its public outreach and community engagement campaign for the 2021-2029 cycle virtually to protect the public health and welfare due to the COVID-19 pandemic. In addition, Lynwood conducted public outreach through the following methods and media:

- Planning Commission and City Council Meetings and Workshops
- E-Blasts
- Written Public Notices
- Newspaper Notices
- City Webpage

- Flyers at City Booth during National Night Out
- Public Comments on Staff Presentations to Planning Commission and City Council

Regulatory Setting

Federal

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

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

State

California Global Warming Solutions Act of 2006 (Assembly Bill 32)

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

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

SB 375 (signed by the Governor in September 2008) requires the South Coast Air Quality Management District (SCAQMD) to develop a "Sustainable Communities Strategy" to meet AB 32 Statewide targets on a regional basis. SB 375 supports California's climate action goals to reduce Greenhouse Gas Emissions as set forth in Assembly Bill 32 by coordinated transportation and land use planning, with the goal of more sustainable communities.

Under SB 375, the South Coast Air Quality Management District (SCAQMD) must adopt its initial Sustainable Communities Strategy within three years (subject to certain exceptions), and then

update the Sustainable Communities Strategy regularly thereafter. SCAQMD completed the final Sustainable Communities Strategy and received approval of such in early, 2012.

Under SB 375, the Sustainable Communities Strategy is not allowed to address all sources of greenhouse gas emissions. Rather, the Sustainable Communities Strategy must focus on reducing greenhouse gas emissions exclusively from autos and light trucks. Emissions from other sources, such as energy use in buildings or construction, are not addressed by a Sustainable Communities Strategy. Perhaps for this reason, SB 375 specifically prohibits reliance on the regional Sustainable Communities Strategy to satisfy California Environmental Quality Act (CEQA) requirements.

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

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

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

2012-2035 Regional Transportation Plan

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

Senate Bill No. 743 (SB 743)

Senate Bill 743 made several changes to the California Environmental Quality Act (CEQA) for projects in areas served by transit (i.e. transit-oriented developments; or, TOD). The changes directed the Governor's Office of Planning and Research to develop new approaches for analyzing transportation impacts under CEQA. Senate Bill 743 also created a new exemption for

certain projects that are consistent with a Specific Plan and, under some circumstances, eliminates the need to evaluate aesthetic and parking impacts of a project.

Senate Bill No. 32 (SB 32)

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

Senate Bill 97

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

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

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

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

The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to

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

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

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

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

Assembly Bill 1358

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

safely and conveniently accommodate everyone regardless of mode of travel. Requirements of the Act took effect on January 1, 2009.

Assembly Bill 811

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

Assembly Bill 1493

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

Senate Bill 1078

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

Senate Bill 1368

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

Senate Bill 7

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

Senate Bill 407

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

Assembly Bill 939

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

Senate Bill 1016

This Bill, passed in 2008, established per capita disposal rate requirements and goals for local agencies in California.

Assembly Bill 341

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

Housing Legislation

Assembly Bill 68/ Assembly Bill 881

Assembly Bill 68/Assembly Bill 881 eliminate requirement that owner reside in primary residence to build ADU on property. Property owner now may now choose to have both units serve as rental properties or have relatives use ADU as vacation home. In addition, the legislation:

- Reduces required minimum setbacks to 4-feet side/rear
- Allows 16-foot ADU height
- If ADU is created in an existing structure, local ordinances no longer can require replacement parking spaces
- ADUs no longer subject to minimum or maximum lot sizes based on percentage of primary residence (reduces restrictions on ADU size)
- Municipalities required to approve following for single-family residences: one ADU up to 1,200 square feet and one JADU up to 500 square feet contained entirely within existing family structure; one detached ADU up to 1,200 square feet that is a new construction OR existing structure OR the same footprint as the existing structure, along with one ADU

Municipalities now required to approve following for multi-family homes: multiple ADUs within existing family structures; two detached ADUs on a multi-family lot.

Assembly Bill 73

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

Assembly Bill 162

Requires the City, upon adoption of the Housing Element, to identify specific flood hazard zones in the Land Use Element and specific floodwater and groundwater recharge areas in the Conservation and Safety Elements

Assembly Bill 587

- Allows ADUS to be purchased or sold separately from primary residence if certain conditions are met.

- Affordability restrictions are place on sale and deed of ADU that ensure it remains preserved as affordable housing for low-income families for 45 years

Property owned and operated by a nonprofit organization can qualify for a welfare exemption from property taxes, provided that the property is being rehabilitated for sale to low-income families

Assembly Bill 670

- Eliminates many restrictions HOAs could place on ADUs; cannot ban ADUs on principle
- Any deed and document prohibiting ADUs outright is considered null and void. If a lot legally qualifies for an ADU under all other provisions, a neighborhood group cannot prevent an ADU from being built on that lot

Certain restrictions can still be imposed provided they don't unreasonably increase cost of construction for homeowners

Assembly Bill 671

- Local housing development agencies required to include a plan that promotes and incentivizes construction of ADUs for low-income families

Agencies required to provide list of existing state grants and incentives to assist with costs associated with planning, construction, and operation of ADUs

Assembly Bill 686

- Affirmatively Further Fair Housing:
    - Requires a public agency to administer its programs and activities pertaining to housing and community development in a manner to affirmatively further fair housing and not take any action that is inconsistent with this obligation.
    - "Affirmatively furthering fair housing" means, in part, "taking meaningful actions…that overcome patterns of segregation and foster inclusive communities" and "address significant disparities in housing needs and in access to opportunity."

An assessment of fair housing practices now must be included in upcoming housing elements.

Assembly 8ill 829

- Prohibitions on Local Government Requirements for State Funding Assistance:
    - Prohibits local governments from requiring a developer of obtaining a letter of acknowledgment or similar document prior to applying for State assistance for a housing development.

Law defines State assistance as any State funds, a State tax credit, or a Federal tax credit administered by the State

Assembly Bill 900

- Established new process under CEQA to streamline administrative paperwork and expedited legal challenge for large, multi-benefit housing, clean energy, and

manufacturing projects that have a capital investment of more than $100 million, with sunset on January 1, 2021. Senate Bill 7 extended these provisions to January 1, 2026.

Assembly Bill 1397

- Substantially strengthens obligations in Housing Element Law that housing elements identify and zone sufficient sites to address the community's share of need for lower income housing and make those sites available early in the housing element planning period with access to public infrastructure
- Tightens and adds specificity to obligation in Housing Element Law that housing elements identify and make available sites for the community's Regional Housing Needs Allocation for lower-income households. There now are stricter requirements for adequacy of sites, including non-vacant sites, and sites that were identified in previous elements; also establishes requirements that sites have sufficient available infrastructure.
- Revises the inventory of land suitable for residential development identified in a city's housing element to include vacant sites and sites that have "realistic and demonstrated potential" for redevelopment to meet a portion of the locality's housing need for a designated income level and requires cities and counties to demonstrate local efforts to remove "nongovernmental constraints" that limit housing construction, including cost of land or rental rates, despite the fact local governments have no control over these constraints.
- Generally, this legislation provides the following:
    - Land Inventory Sites must be "available" and may only include non-vacant sites with realistic development potential (sites must be suitable for housing AND be available and either vacant or have a "realistic and demonstrated potential for redevelopment during the planning period" for the designated income level);
    - Presumption of Impediment for Non-Vacant Sites (an existing use on a non-vacant site will impede development if more than 50% of the sites identified as available to accommodate the lower income RHNA are non-vacant;
    - Stronger Infrastructure Requirements (sites identified to accommodate the lower income RHNA must be served by water, sewer and dry utilities;
    - Re-Identification of sites from prior elements allowed only if 20% lower-income inclusionary and by-right development required (sites identified in prior housing elements may only be included in a new element as available to accommodate the lower income RHNA if they are re-zoned for by-right development and require at least 20% of housing on those sites be affordable to lower income households);
    - Stricter Requirements for Sites Smaller than ½ Acre or Greater than 10 Acres (to identify these sites as available to accommodate lower income housing, the analysis must demonstrate a history of affordable housing development on sites of these sizes);
    - Limitations on Assigning Unit Capacity to Sites (calculating unit capacity for sites must be realistic based on analysis demonstrating a history of development of affordable housing at the assigned density; a site cannot be presumed to accommodate the maximum density permitted).

Assembly Bill 1505

Clarifies and strengthens local authority to enact inclusionary rental housing programs, in accordance with the jurisdiction's police power.

Assembly Bill 1867

Allows the City to count multi-unit homeownership units that have been converted to affordable units toward its Regional Housing Needs Analysis allocation under certain conditions.

Assembly Bill 1919

- Anti- "Price Gouging" During Emergencies:
    - Expands existing crimes of price gouging to include new rentals that were not on the market at the time of the emergency within the types of goods and services that are price-controlled in the immediate aftermath of an emergency.

Law also makes other related reforms to limit rent increases and evictions following an emergency.

Assembly Bill 2162

- Supporting Housing Use "By Right":
    - Requires supportive housing to be considered a use "by right" in zones where multi-family housing and mixed uses are permitted, including non-residential zones permitting multi-family uses, if the proposed housing development meets specified criteria;
    - Supporting housing is housing linked to an on-site or off-site service that assists the resident in retaining the housing, improving his/her health status and ability to live and work in the community. Qualifying criteria relates to affordability, long-term deed restrictions, non-residential floor use providing supportive services and other design requirements;
    - The Law requires a local government to approve, within specified periods, supportive housing developments that comply with these requirements.

Law prohibits local government from imposing any minimum parking requirement for units occupied by supportive housing residents if the development is located within one-half mile of a public transit stop.

Assembly Bill 2263

- Parking Reductions for Historic Reuse Projects:
    - Authorizes parking reductions for a development project in which a designated historical resource is being converted or adapted.

Assembly Bill 2299

- As of January 1, 2017, any existing ADU ordinance that does not meet the bill's requirements is null and void upon the date the Bill becomes effective:
    - The unit is not intended for sale separate from the primary residence and may be rented
    - The lot is zoned for single-family or multi-family use and contains an existing, single-family dwelling
    - The unit either is attached to an existing dwelling or located within the living area of the existing dwelling or detached and on the same lot

- The increased floor area of the unit does not exceed 5% of the existing living area, with a maximum increase in floor area of 1,200 square feet
- The total area of floor space for a detached accessory dwelling unit does not exceed 1,200 square feet
- No passageway can be required
- No setback can be required from an existing garage that is converted to an ADU
- Compliance with local Building Code requirements
- Approval by the local health officer where private sewage disposal system is being used

In such cases, a jurisdiction must approve accessory dwelling units base on Government Code Section 65852.2 until the jurisdiction adopts a compliant ordinance.

Assembly Bill 2372

- State Density Bonus Law Floor Area Ratio Bonus provides that:
  - Authorizes cities or counties to grant a developer of an eligible housing development under the State Density Bonus Law a floor area ratio bonus in lieu of a bonus on the basis of dwelling units per acre. The floor area bonus is calculated based on a formula prescribed in the new law (allowable residential base density x [site area in square feet/43,500] x 2,250). An eligible housing development under the law is a multi-family housing development that provides at least 20 % affordable units, is located within a transit priority area or a half-mile from a major transit stop, meets requirements for replacement of existing units, and complies with height requirements applicable to the underlying zone.

Law also prohibits cities and counties from imposing parking requirements in excess of specified ratios and allows an applicant for an eligible development to calculate impact fees based on square feet and not per unit.

Assembly Bill 2406

- Authorizes local governments to permit junior accessory dwelling units (JADU) through an ordinance
- Bill defines JADUs to be a unit that cannot exceed 500 square feet and must be completely contained within the space of an existing residential structure
- Requires specified components for a local JADU ordinance
- Adoption of a JADU ordinance is optional
- Ordinance authorized by AB 2406 must include the following requirements:
  - Limit to one JADU per residential lot zoned for single-family residences with a single-family residence already built on the lot
  - The single-family residence in which the JADU is created or JADU must be occupied by the owner of the residence
  - The owner must record a deed restriction stating the JADU cannot be sold separately from the single-family residence and restricting the JADU to the size limitations and other requirements of the JADU ordinance
  - The JADU must be located entirely within the existing structure of the single-family residence and JADU have its own separate entrance

- The JADU must include an efficiency kitchen which includes a sink, cooking appliance, counter surface, and storage cabinets that meet minimum building code standards; no gas or 220V circuits are allowed
- The JADU may share a bath with the primary residence or have its own bath
- Bill prohibits a local JADU ordinance from requiring additional parking as a condition to grant a permit; or, applying additional water, sewer and power connection fees. No connections are needed as these utilities have already been accounted for in the original permit for the home
- Bill clarifies a JADU is to be considered part of the single-family residence for purposes of fire and life protections ordinances and regulations, such as sprinklers and smoke alarms
- Bill requires life and protection ordinances that affect single-family residences to be applied uniformly to all single-family residences, regardless of the presence of a JADU
- This Bill allows jurisdictions to earn credit toward meeting RHNA allocations by permitting residents to create ADUs

Assembly Bill 2797

Reconciles State Density Bonus Law and the California Coastal Act.

Assembly Bill 2753

- State Density Bonus Process Reforms provides that:
  - Expedites processing of density bonus applications pursuant to the State Density Bonus Law, which requires an agency to grant a density bonus and/or a certain number of concessions or incentives to developers who agree to construct developments that provide affordable housing and meet certain criteria.
  - The Bill amendments require local governments to provide determinations to developers regarding the amount of density bonus for which a development is eligible, all reductions in parking requirements for which the applicant is eligible and whether the applicant has provided adequate information for the local government to make a determination pertaining to any requested incentives, concessions, waives or reductions in required parking.

The Bill further requires such determinations to be based on the development project at the time the application is deemed complete, and provides that the local government shall adjust the amount of density bonus and required parking based on any changes during the course of the development processing.

Assembly Bill 2913

- Extending the Duration of Building Permits:
  - Law extends duration of a building permit from 180 days to 12 months, as long as construction has begun and has not been abandoned.

Law also provides that a permit is subject to building standards in effect on the date of original issuance, and if the permit does expire, the developer may obtain approval from the local building official for one or more six-month extensions.

Assembly Bill 3194

- Housing Accountability Act Amendments:
    - Makes 3 important revisions to strengthen the Housing Accountability Act. That act strictly limits local governments' authority to reject or restrict housing development projects that comply with applicable objective general plan, zoning and subdivision standards.
    - Now, if zoning for a project site is inconsistent with the general plan, a proposed housing development project cannot be considered "inconsistent" with a jurisdiction's zoning standards and cannot be required to seek a re-zoning, as long as the project complies with the jurisdiction's objective general plan standards.
    - Second, local agencies now must apply zoning standards and criteria to facilitate and accommodate development at the density allowed on the site by the general plan.
    - Third, the Legislature declared its intent that a "specific, adverse impact on the public health and safety" – the only permissible basis on which a local government can reject or reduce the size of a project that complies with objective standards – will "arise infrequently."

Senate Bill 2 (Building Homes and Jobs Act)

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

Senate Bill 3 (The Veterans AND Affordable Housing Bond Act OF 2018)

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

Senate Bill 7 (Housing + Jobs Expansion Act)

- Extends through 2025 the provisions of AB 900 that created an expedited judicial review process under CEQA for large, multi-benefit housing, clean energy, and manufacturing projects.
- To allow smaller housing projects to qualify for streamlining, this legislation lowers the threshold for eligible housing projects to those with investments between $15 million and $100 million that include at least 15% affordable housing and are infill projects.

Senate Bill 8 (Housing Crisis Act of 2019)

- Requires a housing development project be subject only to ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, with some exceptions. The Act defines "housing development project" to mean a use consisting of residential units only, mixed-use developments consisting of residential and non-residential uses with at least 23 percent of the square footage designated for residential use, and transitional or supportive housing. SB 8 clarifies that for various purposes of the Act "housing development project" includes projects that involve no discretionary approvals, projects that involve both discretionary and non-discretionary approvals, and projects that include a proposal to construct a single dwelling unit. The clarification does not affect a project for which an application was submitted to a city, county, or city and county before January 1, 2022. This legislation does not prohibit a housing development project that is an affordable housing project, as defined, from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted if the project has not commenced construction within 3.5 years.
- Existing law prohibits an affected county or an affected city from approving a housing development project that requires demolition of occupied or vacant protected units, as defined, unless the developer agrees to provide the occupants of any protected units with relocation benefits and a right of first refusal for a comparable unit available in the new housing development affordable to the household at an affordable rent or an affordable housing cost.
- This legislation limits the requirement to provide relocation benefits and a right of first refusal to only the occupants of protected units that are lower income households, as defined.
- The legislation also specifies that the requirement to provide relocation benefits and a right of first refusal does not apply to an occupant of a short-term rental rented for a period of fewer than 30 days.
- In addition, the legislation would exempt from these provisions a housing development project for which an application was submitted after January 1, 2019, but before January 1, 2020, that is located in a jurisdiction with a population of under 31,000, and that has adopted a rent or price control ordinance.
- This legislation would exempt certain protected units from the previous requirement to provide a right of first refusal, including a development project that consists of a single residential unit located on a site where a single protected unit is being demolished.
- This legislation also would exempt protected units in a housing development where 100% of the units are reserved for lower income households, not including any manager's units, unless the occupant of a protected unit qualifies for residence in the new development and the occupant of a protected unit qualifies for residence in the new development and the occupant is not precluded from occupancy due to unit size limitations or other requirements of one or more funding source of the housing development.
- Existing law requires HCD to determine the affected cities and affected counties for purposes of the Act by June 30, 2020, and authorized HCD to update the list of affected cities and affected counties once on or after January 1, 2021. Existing law provides that HCD's determination remain valid until January 1, 2025. This legislation would authorize HCD to update the list of affected cities and affected counties a second time on or after January 1, 2025. The legislation would provide that HCD's determinations remain valid until on or after January 1, 2030.
- Existing law prohibits an affected county or affected city from reducing intensity of land use within an existing general plan land use designation, specific plan land use

designation, or zoning district below what was allowed and in effect on January 1, 2018. This legislation would clarify that this prohibition applies to the general plan land use designations, specific plan land use designations, and zoning districts in effect at time of the proposed change.

- Existing law specifies that the Act does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure there would be no net loss in residential capacity. This legislation would define "concurrently" to mean the action is approved at the same meeting of the legislative body or, if the action that would result in a net loss of residential capacity is requested by an applicant for a housing development project, within 180 days. The legislation would, in the case of an initiative measure, define "concurrently" to mean the action is included in the initiative in a manner that ensures the added residential capacity is effective at the same time as the reduction in residential capacity.
- Existing law made the Act inoperative on January 1, 2025. This legislation extended operation of the Act until January 1, 2030. By extending duties of local officials and a crime with respect to housing, this legislation would impose a State-mandated local program. The California Constitution requires the State to reimburse local agencies and school districts for certain costs mandated by the State. Statutory provisions establish procedures for making reimbursement. This legislation would provide that with regard to certain mandates no reimbursement is required by this Act for a specified reason.

Senate Bill 9

- Streamlines the process for an owner to subdivide an existing single-family residential lot to create a duplex and/or allow for new infill construction

Senate Bill 10

- Establishes enabling legislation where jurisdictions can choose to opt in or not, yet there are no safeguards for historic resources once adopted. Allows municipalities to opt in and up-zone urbanized areas close to transit, allowing up to 10 units per parcel without any CEQA oversight
- Weakens protections for historic properties

Senate Bills 9 and 10, which take effect Jan. 1, 2022, will make it easier for Californians to build more than one housing unit on many properties that for decades have been reserved exclusively for single-family homes and will give cities greater flexibility to place small apartment complexes in neighborhoods near public transit.

Senate Bill 13

- Permitting agencies no longer can require (until January 1, 2025) owner of a primary residence to live in that residence before they were allowed to construct ADU on that property
- Agencies no longer can impose impact fees on ADUs smaller than 750 square feet
- For ADUs larger than 750 square feet, local agencies must assess an impact fee that correlates to square footage of primary residence.

Senate Bill 35

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

Senate Bill 166

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

Senate Bill 167 and Assembly Bill 678 (Housing Accountability Act)

- Among other changes to the Housing Accountability Act, requires housing project denials to be supported by findings that are based on "a preponderance of evidence" rather than "substantial evidence" and imposes mandatory fines of $10,000 on cities that fail to comply with a judge's order within 60 days and allows enhanced fines (multiplied by a factor of five) if a city acts in bad faith.

Senate Bill 244

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

Senate Bill 330 (Housing Crisis Act of 2019)

- Designed to facilitate housing construction in California for period January 1, 2020 until January 1, 2025
- "Housing Development" is now defined as a residential project that involves two or more units, mixed-use projects, transitional, supportive, and emergency housing projects
- Shortens time it takes to obtain building permits for housing that meets governments' existing rules
- Shortens timeframes for housing development approval under the Permit Streamlining Act to 90 days (rather than 120 days) following certification of environmental impact report to approve the project
- Creates a preliminary application process. All public agencies must compile a checklist that specifies what is required to complete a development application. A housing

application will be deemed to have completed the preliminary application process by providing specified information pertaining to:

- Site characteristics
- The planned project
- Certain environmental concerns
- Facts related to any potential density bonus
- Certain coastal zone-specific concerns
- The number of units to be demolished
- The location of recorded public easements
- Designed to facilitate housing construction in California for period January 1, 2020 until January 1, 2025
- The developer has 180 days from submittal of the preliminary application to submit a development application
- A housing development cannot be required to rezone the property if it is consistent with the objective general plan standards for the property
- Affected cities and counties are prohibited from imposing or enforcing subjective design standards on housing developments where housing is an allowable use; objective standards are limited design standards that involve no personal or subjective judgment by a public official
- Prohibits urban areas from down-zoning (reducing number of units allowed), establishing a population cap, or enacting moratoriums on new housing construction

Senate Bill 765

- Makes a series of "cleanup" revisions to Senate Bill 35, which requires localities to grant a streamlined ministerial approval to housing projects that meet the locality's objective standards, commit to provide prevailing wage labor and provide a specified amount of affordable housing, among other criteria.
- One amendment is the Legislature's explicit statement that CEQA does not apply to the agency's determination of whether an application for a development is subject to the streamlined ministerial approval process – eliminating on argument housing opponents have used to try to avoid the effect of SB 35.
- In addition, the Legislature stated "it is the policy of the state that this section be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, increased housing supply."

Senate Bill 812

- Requires the City to include an analysis of housing needs of developmentally disabled persons in addition to special needs groups.

Senate Bill 828/Assembly Bill 1771

- RHNA Process Amendments:
  - Requires use of more data to more accurately and fairly reflect job growth and housing needs, with emphasis on fair housing goals.
  - Additional data must include new information pertaining to overcrowding rates, vacancy rates, and cost-burdened housing.

- Adds more opportunities for public comment and HCD adjustments to the Council of Governments' methodology for selecting RHNA targets, as well an ability for local governments to appeal RHNA targets.
- Law prohibits a Council of Governments from using prior underproduction of housing, or stable population numbers, as justification for a determination or reduction in a local government's share of the RHNA.

Senate Bill 899

- Exempts eligible affordable housing projects and mixed-use projects on property owned by religious institutions and non-profit medical facilities from CEQA review and provides for other permit streamlining.
- Eligible entities include non-profit hospitals, diagnostic or treatment centers, rehabilitation facilities, and nursing homes, as well as religious institutions.
- Eligible organizations may partner with a qualified non-profit developer or local public entity to construct affordable housing developments.
- Key requirements follow:
  - The residential units must be restricted to lower income households (Area Median Income of 80%) for 55 years for rental units and 45 years for owner occupied units.
  - The development can either be: (i) up to 40 units in a three-story building in single-family residential neighborhoods; or, (ii) up to 150 units in a five-story building in a commercial or multi-family residential neighborhood.
  - The project must be located on a site that is equal to or larger than 10,890 square feet (one-quarter acre) and either adjacent to an arterial road or located within a central business district.
  - A project may include commercial uses on the ground floor of the eligible development.
  - Projects that are eligible for approval as a by-right use under SB 899 also would be eligible for a density bonus or other incentives or concessions.
  - Cities and counties are prohibited from requiring a conditional use permit, or other discretionary review or approval for eligible projects. Review would be limited to compliance with applicable development standards similar to SB 35.

Projects would be designated ministerial and therefore exempt from CEQA review.

Senate Bill 1069

- Reduces parking requirements to one space per bedroom or unit
- Authorizes off-street parking to be tandem or in setback areas unless specific findings such as fire and life safety conditions are made
- Prohibits parking requirements if ADU meets any of the following: is within ½ mile from public transit; is within an architecturally and historically significant historic district; is part of an existing primary residence or an existing accessory structure; is in an area where on-street parking permits are required, but not offered to occupant of ADU; or, is located within one block of a car-share area
- Provides that ADUs shall not be considered new residential uses for purpose of calculating utility connection fees or capacity charges, including water or sewer service
- Prohibits a local agency from requiring an ADU applicant to install a new or separate utility connection or impose a related connection fee or capacity charge for ADUs contained within an existing residence or accessory structure; for attached and detached ADUs, this

fee or charge must be proportionate to the burden of the unit on the water or sewer system and may not exceed the reasonable cost of providing the service
- Provides fire sprinklers shall not be required in an accessory unit if they are not required in the primary residence
- Local governments must administratively approve an application to create within a single-family residential zone on ADU per single family lot if the unit is: contained within an existing residence or accessory structure; has independent exterior access for the existing residence; or, has side and rear setbacks sufficient for fire safety
- No additional parking or other development standards can be applied except for Building Code requirements
- This legislation prohibits a local government from adopting an ordinance that precludes ADUs

Senate Bill 1226 (Section 17958.12 of the California Health and Safety Code)

- Building inspectors given option to apply residential building standards applicable at time unpermitted ADU was constructed rather than existing building standards
- If building permit does not exist, the local building authority may determine when unit was constructed and apply the relevant building code standards in place at time of unit's original construction.

Senate Bill 1227

- Extension of State Density Bonus Law to apply to student housing by allowing student housing projects where at least 20% of units are affordable for lower income students to receive a 35% density bonus.
- Law also provides the development must provide priority to students experiencing homelessness.

Density bonus under the Law will be calculated based on the number of beds instead of units.

Senate Bill 1333

- Planning Requirements for Charter Cities (121 in State):
    - Makes charter cities subject to a number of planning laws previously applied only to general law cities.
    - Requires charter city zoning ordinance to be consistent with its adopted general plan.

Appliance Energy Efficiency Regulation

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

California Public Utilities Commission Energy Efficiency Strategic Plan

This Strategic Plan describes a series of measures to improve energy efficiency and to address a variety of energy and emissions-related issues. Two important goals of the Strategic Plan are

zero net energy residential buildings by 2020 and zero net energy commercial buildings by 2030, which would reduce emissions associated with new buildings.

Renewable Portfolio Standard

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

Executive Order B-30-15

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

Executive Order S-3-05

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

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

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

City of Lynwood

Lynwood Transit Area Specific Plan Program Environmental Impact Report (State Clearinghouse Number 2015121020)

The City of Lynwood City Council adopted and certified the Lynwood Transit Area Specific Plan Program Environmental Impact Report (PEIR) on September 6, 2016. The PEIR approached the environmental analyses based on the overall development pattern and character described in the Specific Plan. The PEIR described potential impacts that could result from adoption and buildout of the Specific Plan in a 25-year horizon, with buildout assumed by 2040. Development plans for key sites where a majority of future development is envisioned (potential re-development of a mixed-use project at the existing Plaza Mexico site; the Northgate mixed use project just south of the Interstate-105 eastbound on-ramp; along the Long Beach Boulevard, Imperial Highway, and Alameda Street corridors) were not submitted when the PEIR was prepared and certified. Therefore, the PEIR analyses were based on the programmatic development potential according to the Lynwood Transit Area Specific Plan vision and proposed development concepts.

Subsequent projects that are within the PEIR scope may be subject to a more limited environmental review process if (as in this case) determined necessary by the City of Lynwood

Director of Planning. Furthermore, the PEIR notes that should subsequent development projects differ significantly from the anticipated scope and realistic densities/intensities described in the PEIR (e.g., size, type, height or location of structures and uses or access routes in and around the site) "... additional environmental review shall be required pursuant to CEQA." In addition, subsequent specific development projects in the Specific Plan Area that are not part of the key sites identified "will require specific environmental review pursuant to CEQA."

The programmatic evaluation of environmental impacts associated with Lynwood Transit Area Specific Plan development entailed projecting buildout calculations to carry through the environmental review process. The projections reflected the estimated number of new housing units, the amount of new commercial development, and increased resident and employment populations reasonably foreseeable for the 25-year planning period assumed for Specific Plan buildout. However, market conditions and regulatory processes will affect actual rate and amount of development. Buildout estimates for residential and non-residential growth under the approved Lynwood Transit Area Specific Plan included 3,500 multi-family residential units, 1,200,000 square feet of commercial space, 750,000 square feet of industrial space, and up to 350 hotel rooms. Anticipated development in the "Town Center District" included 2,500 multi-family residential units, 950,000 square feet of commercial uses, and 350 hotel rooms.

City of Lynwood Transit Area Specific Plan

The Plaza Mexico Shopping Center and the Project site occupy key locations in the Lynwood Transit Specific Plan study area. The Specific Plan area encompasses approximately 315 acres surrounding Interstate-105 at its junction with Long Beach Boulevard and the Long Beach Boulevard Metro Green Line Station. The vision for development in the Specific Plan area is focused around the Green Line station and is intended to contribute to the City focus on creating transit-oriented communities. The purpose of the Lynwood Transit Area Specific Plan is to encourage revitalization of the existing uses in the Specific Plan study area and to establish a land use framework that emphasizes a compact, urban form that relies less heavily on private automobile use. Thereby, the Specific Plan transit-oriented communities will include a mix of uses that include the following: residential; retail; office; dining; entertainment; hotel; employment; and, public open space. Furthermore, the Long Beach Boulevard Specific Plan "establishes a land use framework and design guidelines to create public spaces that foster a strong sense of community, attract private investment, enhance the safety and aesthetics of the planning area, and promote the everyday use of transit, pedestrian, and bicycle facilities." The Specific Plan is consistent with the overall land use policies City of Lynwood General Plan, particularly with General Plan Land Use Element Policy 6.3, which states that a "Specific Plan" land use designation "is intended to allow for a mix of residential and commercial land uses and allows persons to live close to employment opportunities."

Primary goals of the Lynwood Transit Area Specific Plan are as follows.

- Goal 1 – Promote Transit-Oriented Development near the Metro Green Line Station
- Goal 2 – Allow for Flexibility in Land Uses
- Consolidate Uses and Create New Development Sites
- Enhance Pedestrian Comport and Safety
- Enhance Recreational Opportunities
- Improve and Facilitate Additional Housing
- Create a Sustainable Community

The Specific Plan Town Center District is bounded by Imperial Highway, Long Beach Boulevard, State Street and Interstate-105. The Town Center District is envisioned as a destination, mixed-use, transit-oriented environment within which future development could include as many as 2,500 multi-family residential units at densities of approximately 60 dwelling units per acre, approximately 950,000 square feet of local shopping, dining and entertainment opportunities, and a 350-room hotel. These uses are intended to create a highly livable community conveniently located near transit facilities. A mix of pedestrian-scale building types, frontages and gathering places are required of future development. Maximum building intensities up to six stories in height are encouraged and should be oriented toward Imperial Highway, Long Beach Boulevard and a central plaza. The commercial anchor of the Town Center District would be new ground floor retail uses. Buildings are required to feature attractive facades that front streets and the interior plaza to enhance pedestrian activity and community gathering. Residential uses are allowed above or behind commercial space to promote street activity during all times of the day as well as to provide a solid consumer base for local businesses. Shared parking facilities would increase development feasibility and reduce overflow parking impacts on existing neighborhoods. In addition, shared parking garages are encouraged.

The Town Center District designation in the Specific Plan, together with a specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: Light Commercial; Medium Commercial; and Multi-Family Residential.

City of Lynwood Long Beach Boulevard Specific Plan

The Lynwood City Council approved the Long Beach Boulevard Specific Plan in 2006. The Council's intention was to revitalize Long Beach Boulevard, increasing transit use, instilling a downtown presence on Long Beach Boulevard, and providing a base for economic vitality for the future. The Specific Plan Land Use Plan study area focuses on land uses within four Villages.

Current land use allowances are as follows in the following **Table 1-1**.

Table 1-1

Land Use Category	Acres	No. of Parcels	Floor-Area Ratio	Square Feet	Maximum DU/Acre	Maximum Dwelling Units
Commercial	20.22	89	0.5	440,391		
Public (School)	4.29	20				
Sub-Total Commercial/School	24.51	109		440,391		
Single-Family	.54	6			7	4
Multiple-Family	6.24	47			18	112
Sub-Total Residential	6.78	53				116
Mixed Uses				75% acres for retail/commercial		25% acres for residential
Retail/Commercial/ Residential (Village II)	81.40	270	0.7	1,861,537	30	610

Retail/Commercial/ Residential (Village III/Village IV)	17.33	72	0.7		30	130
Live/Work (Village V)	7.93	43				91
Sub-Total Mixed Use	106.66	385		2,257,857		831
TOTAL	137.95	547		2,698,248		947

City of Lynwood Mitigating Ordinances, Guidelines and Standards

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

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

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

Initial Study Checklist

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

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

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

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

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

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

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

- “No Impact” applies where Project development (demolition; grading; construction) and Project operation would not result in any impacts to the environment in the context of CEQA Thresholds of Analysis.

- Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). The City of Lynwood City Council certified the Lynwood Transit Area Specific Plan Program Environmental Impact Report (State Clearinghouse Number 2015121020).

I. AESTHETICS

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

No scenic vistas exist in the Lynwood.

The majority of the available and advisable sites for accommodating affordable housing in the 2021-2019 cycle are located within the Lynwood Transit Area Specific Plan study area and along the Long Beach Boulevard Corridor. Long Beach Boulevard is the primary commercial artery in Lynwood and thus functions as an auto-dominated corridor that connects Lynwood to cities to the north and south. This Corridor is largely built out with commercial and residential uses. Some buildings are two or more stories in height. Various parcels are vacant and identified in the 2021-2029 Housing Element for future construction of affordable housing.

This Lynwood Transit Area Specific Plan encompasses approximately 315 acres surrounding Interstate-105 at its junction with Long Beach Boulevard and the Metro Green Line Station (Reference Appendix A - Graphics). The Metro Green Line Station is located in the center median of Interstate-105 at its interchange with Long Beach Boulevard. Immediately north and south, Long Beach Boulevard passes beneath the Interstate-105 overpass. The entire Lynwood Transit Area Specific Plan study area is urbanized (with the exception of one large vacant, triangular-shaped property) and includes a combination of regional and neighborhood-serving commercial uses, industrial uses and medical uses, as well as single-family and multi-family residences. The triangular-shaped property is the site of the future Veterans Village residential development, which will include an affordable component. The City of Lynwood General Plan Community Design Element envisions new development in the study area to be attractive, safe, well-designed and well-integrated with adjacent neighborhoods. The Community Design Element also identifies proper corridors, gateways and nodes. One important corridor is the Imperial Highway corridor that extends adjacent to the Project site to the north. Gateways near the Project site include the Interstate-105/Long Beach Boulevard interchange and the Imperial Highway/Long Beach Boulevard intersection. In addition, the City of Lynwood General Plan identifies three distinct urban nodes that constitute the center of the Lynwood from functional and urban design perspectives. Plaza Mexico establishes the commercial/retail node. Furthermore, the Lynwood Transit Area Specific Plan envisions 12 major place-making opportunity areas, one of which is the Plaza Mexico shopping center and is classified formally as Town Center (TC) land use designation.

Imperial Highway and Martin Luther King Jr. Boulevard also are automobile-oriented roadways with adjacent properties built out with residential, commercial and industrial uses.

The segment of Interstate-105 extending through Lynwood has not been identified by the State as a scenic highway or a landscaped freeway. Interstate-105 contains overhead lighting fixtures as well as alternately heavy nighttime vehicular traffic. No arterial highways in Lynwood are designated as scenic roadways.

Thresholds for Analysis

Except as provided in Public Resources Code Section 21009 - -

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Discussion of CEQA Checklist Answers

a-b) **No Impact**

The Project would provide for construction of a minimum 1,558 dwelling units on properties within Lynwood. The only potential Project site that includes any heritage trees is located across Bullis Road from the Lynwood City Hall. No other potential sites contain heritage trees, historic buildings or rock outcroppings that would be considered scenic resources. There are no scenic vistas or scenic resources on or near any of the potential affordable housing sites that affordable housing development could adversely affect. Therefore, development of affordable housing such as that indicated in the Lynwood Housing Element Update 2021-2019 would not result in a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would result.

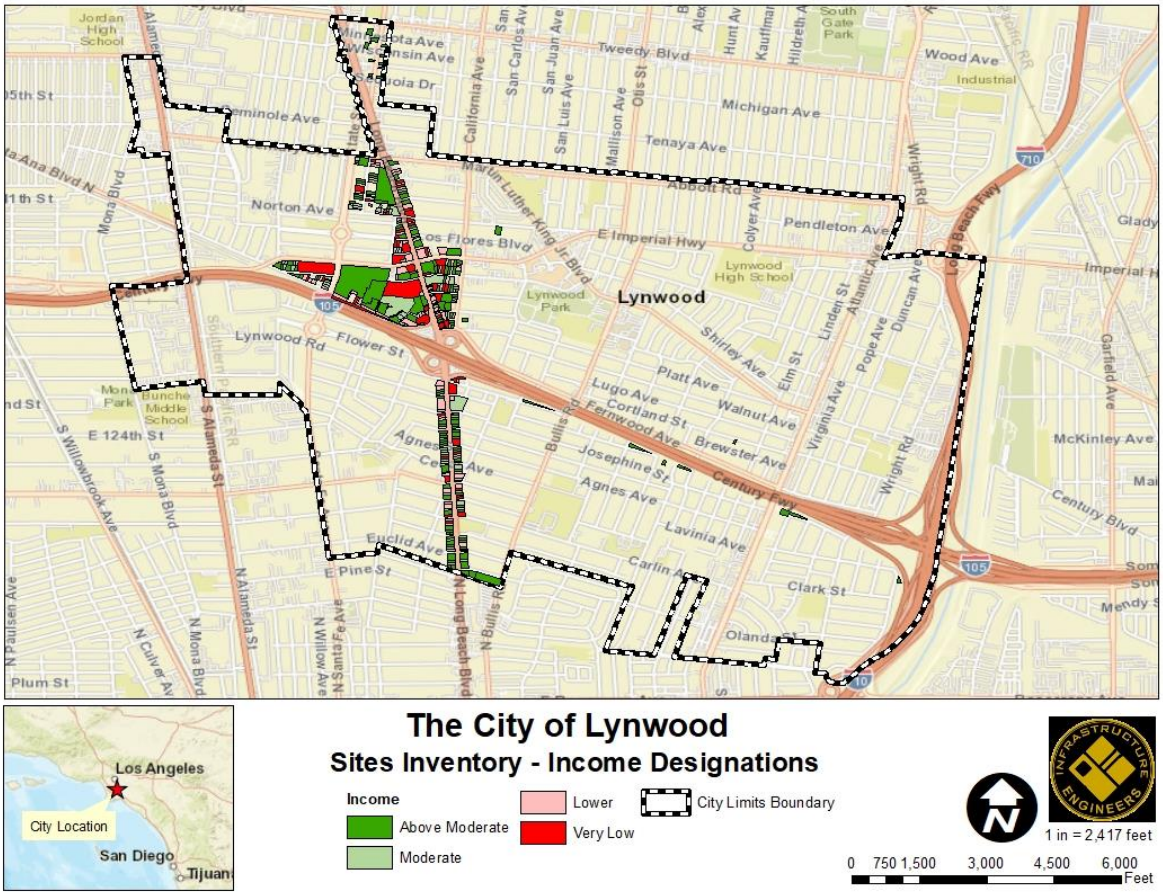
The City of Lynwood has no significant scenic vistas and no designated or proposed scenic routes. Lynwood is relatively flat and is built out with a mix of residential, medical, commercial and industrial uses. The urban character of Lynwood is further reinforced by the major roadway corridors that include Interstate-105, Long Beach Boulevard, Imperial Highway, Martin Luther King Jr. Boulevard and Alameda Street. All these auto-oriented

roadways are lined with commercial, industrial, residential or medical development. No impact to scenic resources such as trees, rock outcroppings and historic buildings within a State-designated scenic highway would result from development of affordable housing as identified in the Lynwood Housing Element Update 2021-2019.

c) **No Impact**

Lynwood is largely built out with residential, commercial, office, public, and industrial uses. The Project sites identified in the Lynwood Housing Element Update 2021-2029 include vacant and developed properties depicted on **Figure 1-1**. All the potential sites for development of affordable housing are in urbanized areas in that the entire City of Lynwood is urbanized. The Lynwood Zoning Code contains design standards that will apply to development of affordable housing. Review of affordable housing design will be made on a site-specific basis.

Figure 1-1



Project development would not substantially alter the visual character of the Lynwood Transit Area Specific Plan study area. However, any specific project will include design features to improve the visual quality of the urban environment. Applicable Lynwood Transit Area Specific Plan and General Plan design guidelines and development regulations would promote destination and entertainment retail uses oriented around a

central plaza with residential units above, such as contemplated in the Project. The corresponding development standards and the City Design Guidelines would improve the visual quality of the environment. In addition, the Site Plan Review criteria for new developments would ensure development compatibility with existing uses in the Lynwood Transit Area Specific Plan area. No conflict with existing

Therefore, the impact level of affordable housing development in the City will be less than significant and accomplished in compliance with relevant zoning and other regulations pertaining to structural and landscape design.

d) **Less Than Significant Impact**

The entirety of Lynwood has an urban character and high nighttime light levels from street lights, parking lot lighting and light fixtures attached to exterior building facades. Vehicle headlights from autos traversing Interstate-105, Atlantic Avenue, Imperial Highway, Long Beach Boulevard, Martin Luther King Boulevard, and other roadways also contribute to nighttime lighting. Although glare is primarily a daytime phenomenon caused by sunlight reflecting from structures, roadways and vehicles, glare also can be created at night by vehicle headlights. Residential uses in the vicinity of new affordable housing and the new affordable housing would be most sensitive to night lighting and glare. Development of affordable housing may contribute to an increase in light and glare visible to residents adjacent to, or near, the new affordable housing.

Project development would increase the overall development intensity and introduce related new sources of light. Potential sources of new nighttime light include spillover from windows of residences and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. Development of the multi-story residential buildings could produce glare from sunlight reflecting off windows and from motor vehicles or vehicle headlights shining at night. However, the new sources of light and glare would not substantially increase nighttime lighting or glare in the urbanized Project vicinity. In addition, Chapter 2 of the Lynwood Transit Area Specific Plan and Chapter 25 of the Lynwood Municipal Code contain lighting standards for residential uses. Any such impacts would be identified on a site-specific basis. Therefore, light and glare impacts associated with added affordable housing-related development contemplated in the Lynwood Housing Element Update 2021-2019 would be less than significant.

Mitigation Measures

No Mitigation Measures are required.

II. AGRICULTURAL AND FORESTRY RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

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

The entire City of Lynwood is located within an urban area. No agricultural uses or forestry uses are located in the City. No potential housing sites are zoned for agricultural uses.

Thresholds for Analysis

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 Dept. 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 Dept. 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.

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
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?				**X**

Discussion of Checklist Answers

a-e) **No Impact**

No portions of Lynwood contain agricultural resources or prime farmland. Development of housing within Lynwood would not result in the loss of forest land or result in the conversion of farmland or conflict with any land zoned for forest land. Therefore, no impact would occur.

Mitigation Measures

No Mitigation Measures are required.

III. AIR QUALITY

The discussion in this section is derived from information contained in the following: the City of Lynwood General Plan; the City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan, the 2021-2029 Housing Element; and Hana Resources, "Air Quality/Greenhouse Gas Analysis for Housing Element Update for the City of Lynwood, Los Angeles County, California," (October 8, 2021).

Setting

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

Area Pollutants

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone, particulate matter (particulate matter of less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The pollutants of greatest concern in the SVAB are ozone, particulate matter, and carbon monoxide.

Carbon dioxide (CO_2) and toxic air contaminates (TAC) also affect climate change and human health, respectively, but no State or federal ambient air quality standards exist for these pollutants.

Ozone: Ozone is a colorless, odorless respiratory irritant and oxidant that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NO_X) react in the atmosphere in the presence of sunlight to form ozone. Ozone is primarily a summer air pollution problem, and high ozone levels often occur downwind of the emission source.

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

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

Carbon Dioxide: Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO2 will remain elevated for decades Increasing CO_2 concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.

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

Regional Significance Thresholds

The South Coast Air Quality Management District (SCAQMD) has established regional significance thresholds for Oxides of Nitrogen (NO_x), Oxides of Sulfur (SO_x), Carbon Monoxide (CO), Volatile Organic Compounds (VOC), Particulate Matter less than 10 microns in aerodynamic diameter (PM_{10}), and Particulate Matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$). **Table 3-1** provides the thresholds.

Local Significance Thresholds (LST)

The SCAQMD has developed Local Significance Thresholds, recognizing particularly that Carbon Monoxide, Oxides of Nitrogen, and Particulate Matter 10 and 2.5 can have local impacts as well as regional impacts. Evaluation of localized air quality impacts determines the potential of a project to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Local Significance Thresholds are defined separately for a project's construction and operational activities and represent the maximum emissions or air concentrations from a project that will not cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard at any nearby sensitive or worker receptor.

SCAQMD defines a sensitive receptor as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Sensitive receptors also include long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

SCAQMD recommends projects larger than five acres undergo air dispersion modeling to determine localized air quality. For projects of five acres or less where emissions would occur, the SCAQMD has developed a series of tables that provide estimates of daily construction or operational emissions above which a project's emissions are determined to have a significant air quality impact. The Air Quality/Greenhouse Gas Analysis performed for the 2021-2029 Housing Element provides for each combination of pollutants, Source-Receptor Area, size of the project

emission area, and distance to the nearest sensitive receptor. The Lynwood Source-Receptor Area for the Housing Element is listed as number 12 (South Central Los Angeles County). The project size generally is represented as the maximum area disturbed during a day from which emissions are calculated. The source for the following three **Tables 3-1, 3-2, and 3-3** is the SCAQMD Air Quality Significance Thresholds (2020).

Table 3-1 – SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds (Pounds/Day)		
Pollutant	**Construction**	**Operation**
NO_x	**100**	**55**
VOC	**75**	**55**
PM_{10}	**150**	**150**
$PM_{2.5}$	**55**	**55**
SO_x	**150**	**150**
CO	**550**	**550**
Lead	**3**	**3**

Table 3-2– Toxic Air Contaminants (TAC), Odor, and GHG Thresholds

TAC (including carcinogens and non-carcinogens	**Maximum Incremental Cancer Risk >+ 10 in 1 Million** **Cancer Burden > 0.5 excess cancer cases (in areas >= 1 in 1 Million** **Chronic and Acute Hazard Index >= 1.0 (Project Increment)**
Odor	**Project creates an odor nuisance pursuant to South Coast AQMD Rule 402**
GHG	**10,000 MT/yr CO_2eq for industrial facilities**

Table 3-3 – Ambient Air Quality Standards for Criteria Pollutants

NO_2 **1-Hour Average** **Annual arithmetic mean**	**South Coast AQDM is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:** **0.18 ppm (State)** **0/03 ppm (State) and 0.0534 ppm (Federal)**
PM_{10} **24-hour average** **Annual averages**	**10.4 ug/m3 (construction) and 2.5 ug/m# (operation)** **1.0 ug/m3**
$PM_{2.5}$ **24-Hour Average**	**10.4 ug/m3 (construction) and 2.5 ug/m3 (operation**
SO_2 **1-Hour Average** **24-Hoiur Average**	**0.25 ppm (State) and 0.075 ppm (Federal – 99th Percentile)** **0.04 ppm (State)**
Sulfate **24-Hour Average**	**25 ug/m3 (State)**

CO 1-Hour Average 8-Hour Average	**South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (State) and 35 ppm (Federal) 9.0 ppm (State/Federal)**
Lead 30-Day Average Rolling 3-Month Average	**1.5 ug/m3 (State) 0.15 ug/m3 (Federal)**

Construction Thresholds

For project construction activities, the highest level of on-site emissions generally occurs during mass grading activities. The California Emissions Estimator Model (CalEEMod) is used to estimate emissions from various land use projects and identifies various types of equipment and acreage disturbed in an 8--hour day. No specific project is identified as part of the programmatic analysis for the 2021-2029 Housing Element. However, thresholds of significance for thresholds of significance for construction have been provided in the Air Quality Analysis prepared for the 2021-2029 Housing Element for the 1-acre, 2-acres and 5-acres in the SCAQMD tables. Projects larger than 5 acres in size require site specific calculations. For projects in which 5 acres are disturbed and the nearest sensitive receptor is 100 meters, the daily emission limit is provided in **Table 3-4** below. If the total air quality impact exceeds values for listed pollutants, the project would be considered to have a significant air quality impact.

Table 3-4 – Construction Significance Thresholds

Pollutant	Daily Emission Limit (Pounds/Day)1
NO_x	101
CO	1,368
PM_{10}	55
$PM_{2.5}$	15
SCAQMD has defined LST only for these pollutants [1]LST defined for SRA 12, 5-acre disturbed area and a 100-meter distance to the nearest sensitive receptor Source: Final Localized Threshold Methodology 2009, Appendix C-1	

Operation Thresholds

CalEEMod also provides estimated emissions for operational activities generated by the project. Although no specific project is identified as part of the Air Quality programmatic analysis provided for the 2021-2029 Housing Element, thresholds of significance for operations have been provided for project sizes of 1-acre, 2-acres, and 5-acres in the SCAQMD tables. Larger projects greater than 5 acres require site-specific calculations. For projects in which 5 acres are disturbed and the nearest sensitive receptor is 100 meters, the daily emission limit is provided in the following **Table 3-5**. If the total air quality impact exceeds values for listed pollutants, the project would be considered to have a significant air quality impact.

Table 3-5 – Construction Significance Thresholds

Pollutant	Daily Emission Limit (Pounds/Day)1
NO_x	101
CO	1,368
PM_{10}	14
$PM_{2.5}$	4
SCAQMD has defined LST only for these pollutants [1]LST defined for SRA 12, 5-acre disturbed area and a 100-meter distance to the nearest sensitive receptor Source: Final Localized Threshold Methodology 2009, Appendix C-1	

Health Risk Significance Thresholds

The SCAQMD also has defined health risk thresholds, which are represented as a cancer risk to the public and a non-cancer hazard from exposures to toxic air contaminants (TAC). Cancer risk represents probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TAC continuously over a period of 70 years for sensitive receptors. Thereby, an individual located in an area with a cancer risk of one would experience a one chance out of a population of one million of contracting cancer over a 70-year time period, assuming individual lives in that area continuously for the entire 70-year time period.

TAC also can cause chronic (long-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non-cancer health hazards from TAC is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of a project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL). The SCAQMD has established the following health risk thresholds.

Project-Level Health Risk Significance Thresholds

The SCAQMD has established the following project-specific health risk significance thresholds:

- Maximum incremental Cancer Risk: >=10 in 1 million
- Hazard Index (project increment): >=1.0
- Cancer burden: >0.5 excess cancer cases (in areas >= 1 in 1 million)

Cumulative Health Risk Significance Thresholds

The Air Quality Management District (AQMD) uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where significance thresholds for project specific and cumulative impacts differ is the Hazard Index significance threshold for toxic air contaminant emissions. The project specific (project increment) significance threshold is Hi >1.0 while the cumulative (facility-wide) is Hi > 3.0. Project specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed project specific thresholds generally are not considered to be cumulatively significant.

CO "Hotspot" Thresholds

The largest contributor of Carbon Monoxide (CO) emissions during a project's operational activity typically originates from motor vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. CO hotspots typically are produced at intersections where traffic congestion is highest because vehicle queues are longer and are subject to reduced speeds. CO concentrations have decreased steadily in the Lynwood area CO hotspot thresholds are represented by the most restricted State or Federal CO ambient air quality standards, as follows:

- 1-hour CO standard: 20 ppm; and,
- 8-hour CO standard: 9ppm.

If the CO contributed by a project in combination with CO produced by non-project traffic exceeds these identified standards, the project would have a significant impact.

Air Quality and Health Risk Parameters and Assumptions

Construction

On-site construction emissions largely consist of exhaust emissions from heavy-duty construction equipment, motor vehicle operation, and fugitive dust from disturbed soil. Also, paving operations and application of architectural coatings would release ROG emissions. Motor vehicle (worker vehicles; delivery vehicles; road dust) result in off-site emissions. Construction equipment operating hours and numbers represent average equipment activity over the construction phase.

Most equipment is not expected to operate throughout the entire building construction phase. Therefore, the Air Quality Analysis prepared for the 2021-2029 Housing Element assumes construction activity to be distributed evenly over the entire construction phase. Activity for construction equipment is based on horsepower and load factors (average power of a given piece of equipment while in operation compared with its maximum rated horsepower) of equipment. A load factor of 1.0 indicates a piece of equipment continually operates at its maximum operating capacity.

Equipment Tiers

Equipment tiers refer to a generation of emission standards the United States Environmental Protection Agency and Air Resources Board established that apply to diesel engines in off-road equipment. The "tier" of an engine depends on the model year and horsepower rating. In general, the newer piece of equipment, the greater tier it is likely to have. Excluding engines greater than 750 horsepower, Tier 1 engines generally were manufactured between 1996 and 2003; tier 2 engines were manufactured between 2001 and 2007; tier 3 engines were manufactured between 2006 and 2011. Tier 4 engines are the newest (manufactured after 2007) and some incorporate hybrid electric technology.

Construction-generated emissions associated with a specific project that would be part of the anticipated build-out of the 2021-2029 Housing Element provisions would need a project-specific model run to determine if SCAQMD thresholds would be exceeded. As an example, any Housing Element project associated with the Lynwood Transit Area Specific Plan area would be required to undergo site-specific CEQA review and appropriate project-specific Mitigation Measures would

be identified during that project-specific review. In addition, the Air Quality Analysis prepared for the 2021-2029 Housing Element states "a CO hotspot analysis should be conducted for intersections where any proposed project would be taking place."

Fugitive Dust

SCAQMD Rule 403 requires fugitive dust-generating activities follow best available control measures to reduce emissions of fugitive dust. Rule 403 is intended to reduce the amount of Particulate Matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.

Localized Analysis Methodology

As indicated previously, assessment of localized air quality impacts during construction employed SCAQMD's daily emission LST tables is based on project location, construction area where emissions would be generated, and distance to the nearest sensitive receptor.

Operation

Operational-generated emissions associated with a specific project that would be part of the anticipated build-out of the 2021-2029 Housing Element provisions would need a project-specific model run to determine if SCAQMD thresholds would be exceeded. As an example, The Lynwood Transit Area Specific Plan concluded that operational emissions associated with build-out of that Specific Plan would exceed SCAQMD thresholds, but that there would need to be project-specific models run to determine if applicable to each individual project location. Any project associated with the Lynwood Transit Area would be required to undergo site-specific review and appropriate project-specific Mitigation Measures would be determined during that review. In addition, the Air Quality Analysis prepared for the 2021-2029 Housing Element states "a CO hotspot analysis should be conducted for intersections where any proposed project would be taking place."

Regional Emission Assumptions

Motor vehicle emissions refer to generated exhaust and road dust. Vehicular sources account for nearly 99% of CO emissions, 77% of SO_x emissions, 88% of NO_x emissions, and 65% of VOC emissions.

Other Emission Sources

No specific project is identified as part of the 2021-2029 Housing Element and the attendant Air Quality Analysis. However, potential emission sources will require evaluation as part of the environmental analysis of a proposed site-specific project.

Architectural Coatings (Painting)

Reactive Organic Gas (ROG) typically is released during the drying phase of architectural coatings. Amount of ROG released is based off a plan of an area. Therefore, each proposed project site identified in the 2021-2029 Housing Element would be required to undergo project-specific review to determine expected emissions that would be produced during that project's operational phase.

Consumer Products

"Consumer Product" refers to a chemically-formulated product used by household and institutional consumers. These products include the following: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care projects; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and, automotive specialty products. This does not include other paint products, furniture coatings, or architectural coatings.

Landscape Equipment

Landscaping equipment can emit various emissions generated from combustion or fugitive dusts (particulates) from leaf blowers. Typical landscape equipment includes the following: lawnmowers; edgers; leaf blowers; and, trucks and trailers that haul equipment to and from a designated location.

Localized Operational Emission Assumptions

Predominant sources of local operational emissions in Lynwood are motor vehicles, particularly emissions resulting from periodic truck traffic associated with loading and deliveries, truck traffic traversing Lynwood via Interstate-105 and Intertstate-710, and daily automobile traffic accessing Project area residences or businesses. The Air Quality/Greenhouse Gas Emissions Analysis prepared for the 2021-2029 Housing Element indicates the following four main emission sources may be considered pertaining to their localized operational impacts on air quality:

- Automobile traffic from residents, workers and customers traveling to and within Lynwood;
- Delivery truck exhaust emissions from truck traffic traveling to and within Lynwood;
- Truck idling emissions during loading and unloading activities and in slow or stopped traffic; and,
- Automobile and truck traffic proceeding though or by Lynwood.

Estimation of mobile source emissions requires specification of several important pieces of information, including number of vehicle trips by vehicle type, trip travel lengths, vehicle idling time, and emission factors that define amounts of emissions as a function of vehicle speed and distance traveled, or amount of idling time per vehicle. No specific project is identified as part of the 2021-2029 Housing Element and therefor traffic studies associated with a specific project would be required as part of the environmental review process for each individual project.

Thresholds for Analysis

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.

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**

b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				**X**
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

Discussion of Checklist Answers

a-b) **No Impact**

The Air Quality/Greenhouse Gas Emissions Analysis prepared for the 2021-2029 Housing Element states the 2021-2029 Housing Element …"would not conflict with or obstruct implementation of any air quality plan."

In addition, the 2021-2029 Housing Element would generate emissions (gases and particulates) during construction and operational operations associated with progressive build-out of units contemplated as part of the Housing Element. The Air Quality Analysis/Greenhouse Gas Emissions Analysis prepared for the 2021-2029 Housing Element states that "prior to implementation of a project development, an analysis of potential environmental impact may be required. However, any emissions generated would be expected to be minimal and would not violate or contribute substantially to an existing or projected air quality violation."

c) **Less Than Significant Impact**

The 2021-2019 Housing Element would generate emissions (gases and particulates) during construction and operation. The Air Quality/Greenhouse Gas Emissions Analysis prepared for the 2021-2029 Housing Element states that prior to implementation of development of any residential units contemplated in the Element, "…an analysis of potential environmental impact may be required." In addition, the Analysis states the 2021-2029 Housing Element "…would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors…[and] impact is considered to be less than significant…."

d) **Less Than Significant Impact**

Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e., assisted living facilities). Single-family and multi-family residences are located throughout Lynwood, as are health care facilities and schools. Residents of these dwellings could be exposed to short-term dust generated from grading and construction activities associated with development of affordable housing contemplated in the 2021-2029 Housing Element. Development of affordable housing contemplated in the Housing Element would generate emissions

(gases and particulates) during construction and operation. In addition to industrial development in several areas in Lynwood, including near identified sites for potential affordable housing, the heavily-traveled Interstate-105 and Interstate-710 traverse through the City. Therefore, the Air Quality/Greenhouse Gas Emissions Analysis prepared for the 2021-2029 Housing Element states that prior to development of residential units contemplated in the Housing Element, "…an analysis of potential environmental impact may be required…[and] unless an upset occurs resulting in an uncontrolled release, the proposed Project [2029-2029 Housing Element] would not expose sensitive receptors to substantial pollutant concentrations." Therefore, the resultant level of impact is considered to be less than significant.

Mitigation Measure

No Mitigation Measures are required.

IV. BIOLOGICAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

Lynwood is entirely built out with urban uses.

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
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?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**

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

Discussion of Checklist Answers

a-f) **No Impact**

There are no significant biological resources on vacant properties identified in the Lynwood Housing Element Update 2021-2019 for potential development of affordable housing, with the exception of the property identified across Bullis Road from the Lynwood City Hall complex. A site-specific Biological Resources Assessment will need to be completed to verify whether sensitive biological resources exist on that property. No wetlands or conditions that indicate the presence of wetlands or waters of the United States exist on any of the identified affordable housing sites. Due to the locations in a highly disturbed area near a busy freeway and roadways within an urbanized area the affordable housing sites likely do not provide suitable habitat for a wildlife corridor or a native wildlife nursery. None of the identified potential affordable housing site are located within an adopted habitat conservation plan or natural community conservation plan. Therefore, development and operation of the affordable housing sites identified would not result in any impacts related to Biological Resources.

Mitigation Measures

No Mitigation Measures are required.

V. CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

Historic Setting – California

Juan Cabrillo was the first European to sail along the California coast in 1542. Between 1769 and 1822, the Spanish had colonized California and established missions, presidios and pueblos. Prior to Spanish and Russian entries into California in the 1700s, California Indian Tribes did not have pan-tribal names for themselves. When the Spanish invaded local Indian territory in 1771, they established their occupational headquarters at what is now called Whittier Narrows, 15 miles of what is not downtown Los Angeles. The first mission (San Gabriel Mission) was constructed there with Indian slave labor because it was well-watered by the San Gabriel River and because the area contained several prominent Tribal villages. The Indian peoples there collectively called themselves "Kizh," after the dome-shaped dwellings in which they lived. The Spanish called the Kizh peoples "Kicherenos." Mexico won its independence from Spain in 1821 and worked to lessen the wealth and power of the missions. Mexico passed the Secularization Act in 1833, which gave mission lands to the Mexican governor and downgraded the missions' status to that of parish churches. The governor then redistributed the former mission lands, in the form of grants, to private owners. By 1868, there were more than 500 Ranchos in California, all but approximately 30 of which resulted from land grants.

A new Mission complex was built in 1774, five miles north of the original complex, after the original mission compound was washed away. Once the new Mission was established, the Spanish eventually dropped the use of the term "Kichereno" and replaced it with "Gabrieleno" when referencing the Indian peoples of the area.

Scholars first recognized the Tribal name of Kizh in the 19th century, when approaching how to classify the Tribal language. Therefore, the academic community recognized "Kizh" as referring to the Tribal name and the Tribal language. However, by the mid-20th century scholars had replaced "Kizh" with "Gabrielino" as a standard term for the Tribal group. In 1994, the Gabrielinos were recognized by the State of California as the aboriginal tribe of the Los Angeles Basin "…after…the [incorrect] 'Tongva' name was unable to be confirmed and validated."

In 1850, California was granted statehood. Although the United States promised to honor the land grants, the process of defining rancho boundaries and proving legal ownership became time consuming and expensive. Legal debts led to bankruptcies and increased prices for beef, hide and tallow. This combined with flooding and drought to the detriment of the cattle industry. Ranchos were divided and sold inexpensively.

Most contemporary Gabrielino today identify themselves as Tongva. There are no historic resources in the Project site that are listed on the National Register of Historic Places or the California Register of Historical Resources. The Lynwood Pacific Electric Railway Depot, listed on the National Register, previously was located at 11453 Long Beach Boulevard but was relocated to Lynwood Park near Martin Luther King Jr. Boulevard and Carson Drive, outside the

Project site and outside the Lynwood Transit Area Specific Plan study area. Another historic resource at 11331 Plaza Street was listed on the California Register and found eligible for listing on the National Register. However, the building is no longer extant, and a shopping center is on its former site.

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

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			**X**	
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Discussion of Checklist Answers

a) **Less than Significant Impact**

There are no known historical resources on the proposed affordable housing sites. Limited excavation into soils on the sites will occur, which would further limit the potential for resources to be encountered during affordable housing development (grading and construction activities). There is no known event in history that occurred at the potential affordable housing sites that would qualify for historical preservation. However, site-

specific cultural resources investigations will determine whether historical resources exist on any of the identified sites for potential development of affordable housing.

b) **Less than Significant Impact**

There are no known archaeological resources on the proposed affordable housing sites. However, many of the sites are vacant; some are previously disturbed. Archaeological resources that may have existed at or near the surfaces have likely been disturbed by any past activities. As a result, uppermost soil sediments are not likely to contain archaeological resources. However, given the well-documented occupation of the vicinity by indigenous tribes and others both prehistorically and historically, there is a reasonable potential Project development could occur on sites with previously unknown archaeological resources. Effects on archaeological resources are knowable only once site-specific proposed ground-disturbing activity occurs. Affordable housing development will occur pursuant to adopted County of Los Angeles and City of Lynwood policies, ordinances, procedures and Standard Conditions.

c) **Less Than Significant Impact with Mitigation Incorporation**

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

Many of the development sites are vacant. Grading will be necessary to prepare the property for accommodating the Project. However, no cultural resources (historical; archaeological; paleontological) or human remains are known to exist on the sites. There may be a possibility of discovery of paleontological resources or human remains associated with Native American settlement beneath the surface. Development of the 1,558 residential units could potentially result in discovery of human remains because sub-surface grading could need to be made to accommodate the future residential buildings.

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

Mitigation Measures

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

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

- There shall be no further excavation or disturbance of the Project site until the Los Angeles County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the Coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the Applicant or City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code Section 5097.98, which shall be considered and implemented by the Applicant, as appropriate, in coordination with the City of Lynwood.
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with recommendations of the most likely descendant or on the property in a location not subject to further sub-surface disturbance:
    - The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;
    - The descendant identified fails to make a recommendation; or,
    - The Applicant rejects the recommendation of the descendant and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner"

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

VI. ENERGY

The discussion in this section is derived from information contained in the following: the City of Lynwood General Plan; the 2021-2029 Housing Element Update; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan.

Setting

Federal and State agencies regulate energy use and consumption. The United States Department of Transportation, United States Department of Energy, and United States Environmental Protection Agency are three federal agencies that exercise great influence over energy policies and programs. The California Public Utilities Commission and the California Energy Commission are two State agencies that have authority over different aspects of energy.

The "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" presents a summary of, and context for, energy consumption and energy demands within the State. Excerpts follow.

- California was the fourth largest producer of crude oil among the 50 states in 2017 and, as of January 2018, third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2016.
- California's total energy consumption is second highest in the nation, but in 2016 the State's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs.
- In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources.
- In 2017, solar PV and solar thermal installations provided approximately 16% of California's net electricity generation.

Transportation for new developments is typically the largest consumer of fossil fuel energy. However, the traffic impact analysis concluded that the adaptive reuse of the site would not increase regional vehicle miles traveled (VMT) in that commercial in-fill projects create a redistribution of travel, but not generally substantial VMT increases. Based upon that guidance, this Energy Analysis prepared for the Project considers only stationary source energy impacts.

A very regulatory Framework has been developed to encourage or mandate energy conservation in residential and non-residential buildings. This process began in 1978 under Title 24, Part 6, of the California Code of Regulations (CCR). A large number of subsequent legislations were focused on vehicle efficiencies and cleaner power sources to reduce the generation of greenhouse gases (GHG) to combat climate change. Title 24 has similarly been periodically updated to reflect changing technologies and priorities. The most current Title 24 requirements are called CalGreen-2019 now as Part 11 of the CCR.

The current CalGreen Code is designed to achieve a number of objectives as follows:

- Establish the correct type of occupancy;
- Determine which agency has responsibility over the Project;
- Find the chapter in the code that covers this Project;
- Evaluate the Matrix Adoption Tables of the code;

- Develop a checklist for all measures that will be incorporated into the Project; and,
- Show all project design features on an Application Checklist referenced back to the Code.

Electricity

Electric service to the affordable housing would be provided by Pacific Gas and Electric Company, which has a power mix consisting of approximately 30 percent renewable energy sources.

Natural Gas

The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers who receive natural gas from Pacific Gas and Electric, Southern California Gas, San Diego Gas & Electric, Southwest Gas, and several smaller natural gas utilities. The vast major of California's natural gas customers are residential and small commercial customers. Electric generators, industrial uses and other non-residential and non-commercial customers accounted for approximately 68% of the natural gas delivered by California utilities in 2012. Most natural gas used in California originates from out-of-state natural gas basins. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout California.

Thresholds of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Discussion of Checklist Answers

a) **Less than Significant Impact**

Development and operation of the affordable housing identified in the Lynwood Housing Element Update 2021-2029 would involve energy use. Grading and construction activities would pertain to fuel consumption to operate heavy equipment, light-duty vehicles, machinery and generators for lighting. Also, temporary grid power may be provided to any provisional construction trailers or electric construction equipment. Affordable housing would require permanent grid connections for electricity and natural gas service to power internal and exterior lighting, appliances, and heating and cooling systems. In addition, the increase in vehicle trips associated with affordable housing development would increase fuel consumption. The water supply infrastructure for the affordable

housing would require electrical power. Furthermore, any vertical mixed-use buildings would reduce vehicle trips and thereby reduce fossil fuel use from transportation.

b) **Less than Significant Impact**

Development of affordable housing indicated in the Lynwood Housing Element Update 2021-2029 would be subject to energy conservation requirements of Title 24 of the California Code of Regulation, which requires numerous energy-saving measures. Additionally, affordable housing development would be subject to Lynwood General Plan, Lynwood Transit Area Specific Plan, and Long Beach Boulevard Specific Plan policies that encourage renewable energy use to decrease reliance on fossil fuels and that encourage energy conservation by promoting energy efficient appliances, signage and lighting. Specific Plan policies that relate to energy conservation pertain to the following.

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

VII. GEOLOGY AND SOILS

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

The City of Lynwood is located in the southwestern coastal plain of the greater Los Angeles Basin within the historical flood plain of the Los Angeles River, which in turn is located within the Peninsular Range geomorphic province. This province is characterized as a low-lying plain that rises gently inland to surrounding mountains and hills. The Peninsular Range is characterized by northwest-southeast trending structural blocks separated by northwest-southeast trending strike-slip faults. There are four structural blocks within the Los Angeles Basin: the southwestern block; the northwestern block; the central block; and, the northeaster block. Lynwood is located within "Central Block." This Block is bounded by the Newport Inglewood-Rose Canyon fault zone to the southwest and the Whittier Elsinore fault zone to the northeast. Lynwood is underlain by silty and sandy Young Alluvial Fan Deposits. The City is within the alluvial plain of the San Gabriel River, which is comprised primarily of rocks, sand, and soil from mountains to the north. Lynwood is characterized by level topography with slopes of less than 5%. Ground elevations are approximately 100 feet above sea level to the north and slope south to 85 feet above sea level.

Southern California is known to be seismically active. Earthquakes that occur within approximately 60 miles of the Project site are capable of generating ground shaking of engineering significance to the proposed construction. The potential affordable housing sites and vicinity are located in the general area of several active and potentially active faults. Active faults are defined as those that have experienced surface displacement within the Holocene period (approximately the last 11,000 years).

The following table indicates principal know active faults that may affect the affordable housing development sites.

Principal Active Faults

Fault Name	Approximate Fault Distance to Project Site[1] (miles)	Maximum Moment Magnitude[2] (M_{max})
Newport-Inglewood	3.2	7.1
Whittier	10.5	6.8
Palos Verdes	11.4	7.3
Hollywood	12.8	6.4
Puente Hills Blind Thrust	12.0	7.1
Raymond	13.2	6.5
Santa Monica	14.0	6.6
Anacapa-Dume	14.9	7.5
Verdugo	16.2	6.9
Sierra Madre	18.6	7.2
Clamshell-Sawpit	27.3	6.5

Sierra Madre (San Fernando)	24.2	6.7
Malibu Coast	26.0	6.7
San Gabriel	26.5	7.2
San Andreas	41.0	7.8
Notes: [1] per Jennings, 2010 [2] per Cao, et al., 2003		

Potential seismic sources of significance to affordable housing developments within Lynwood include active faults previously described and faults that are not known to break the ground surface but are considered active. The latter group of faults includes buried or "blind" thrust faults. Current tectonic models for the Los Angeles basin include presence of buried thrust faults, several of which are considered partly responsible for the north-to-south compression of the Basin. Although these faults currently are not zoned by the State of California for surface rupture hazards (Earthquake Fault Zones), many are considered capable of generating seismic shaking of significance to structures. The buried active fault closest to the affordable housing sites is the Puente Hills Thrust Fault, which currently is defined as three separate but juxtaposed, generally east-west trending and north-dipping fault surfaces that combined extend from Downtown Los Angeles to Brea. Although ground rupture officially has not been attributed to the Fault, the presence of youthful hills (e.g., Coyote Hills) and shallow folding at depth in the upper portion of the interpreted thrust suggest recent activity.

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii. Strong seismic ground shaking?			**X**	
iii. Seismic-related ground failure, including liquefaction?			**X**	
iv. Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	

c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

Discussion of Checklist Answers

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

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

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

Secondary effects of earthquakes may include the following:

- Fires – There is a high probability of fires following an earthquake due to the number of broken gas lines that typically occur. Water mains and lines often break due to ground movement. The combination of fires and a water shortage can seriously complicate response to an earthquake.

- Hazardous Materials Spills – Hazardous materials in an industrial and manufacturing area could present a major problem in the event of an earthquake. There are industrial and manufacturing uses in the vicinity of the many of the affordable housing sites.

Development of affordable housing in Lynwood would be subject to all applicable City, State, and local building regulations, including the California Building Code (CBC) seismic standards as approved by the Lynwood Building & Safety Division. Therefore, any resultant impact would be less than significant.

a. ii) **Less Than Significant Impact**

The proposed affordable housing units would be subject to strong seismic ground shaking, as are all projects located within Southern California. The future buildings would be subject to the seismic design criteria of the 2016 CBC. Compliance with City regulatory standards would ensure the level of potential impacts due to strong seismic ground shaking would be less than significant.

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

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur. According to a Seismic Hazard Evaluation of the Anaheim 7.5-minute quadrangle, the proposed affordable housing sites, much like the rest of Lynwood, are located in a Zone of Required Investigation for liquefaction. This indicates the area has been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions that indicate a potential for permanent ground displacement. The State Seismic Hazards Mapping Act requires preparation of a geotechnical report prior to the approval of most of the new development projects where such conditions are present.

The California Geological Survey issues maps of seismic hazard zones in accordance with the Seismic Hazards Mapping Act (April, 1997). The intent of the Seismic Hazards Mapping Act is to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties to develop compliance requirements to protect the public health and safety from effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.

Liquefaction of soils can be caused by ground shaking during earthquakes. Liquefaction generally is known to occur in saturated or near-saturated cohesionless soils at depts. Shallower than approximately 50 feet. However, layers of loose to medium dense sands were encountered at depths greater than 50 feet in various locations in Lynwood. In addition, groundwater was encountered during field exploration a previous Project site at depths between 30 and 45 feet. The historic high groundwater at that site was mapped by the California Department of Mines and Geology at a depth of approximately 8 feet, which was assumed for evaluation of liquefaction potential at the Project site.

Site-specific Geotechnical Reports will determine level of potential impact and any Mitigation Measures that might be required to maintain a less than significant level of impact resulting from any one affordable housing development.

a.iv) **No Impact**

Structures built below or on slopes subject to failure or landslides may expose people and buildings to harm. Most of Lynwood generally is level. Therefore, potential affordable housing site are not located in an Earthquake- Induced Landslide Zone. Therefore, no impact would occur as a result of development of affordable housing on sites identified in the Lynwood Housing Element Update 2021-2019.

b) **Less Than Significant Impact**

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

c-d) **Less Than Significant Impact**

Some affordable housing development sites are located within the historic flood plain of the Los Angeles River. According to the United States Geological Survey Geologic Map of the Long Beach 3' x 60' Quadrangle, some affordable housing sites are underlain by silty and sandy Young Alluvial Fan Deposits.

The Los Angeles Basin is approximately 50 miles long and 30 miles wide and contains approximately 33,000 feet of marine and continental deposits of Miocene to early Pleistocene age sediments overlain by unconsolidated and semi-consolidated Quaternary marine and continental sediments. Lynwood is located within the Central (structural) Block of the Los Angeles Basin geology. The Central Block is bounded by the Newport Inglewood-Rose Canyon fault zone to the southwest and the Whittier Elsinore fault zone to the northeast.

Land subsidence refers to the lowering of the ground surface due to extraction or lowering of water levels or other stored fluids within the subsurface soil pores, or due to seismic activity that can cause alluvial sediments to compact. Damage caused by subsidence can be visible cracks, fissures, or surface depression. Subsidence potential will be determined on a site-specific basis.

Action of soils exhibiting volumetric changes due to changes in moisture content affects the performance of the supported structures and improvements. Depending upon the supply of moisture in the ground, soils may experience changes in volume of as much as thirty percent or more. Conversely, during periods of falling soil moisture expansive soils will shrink that can result in structure settlement. In addition, some unsaturated soils may be subject to collapse of the loose soil matrix due to dissolving of the cemented bonds within the matrix.

Impacts related to liquefaction and landslides are discussed above. Lateral spreading is the down slope movement of surface sediment due to liquefaction in a subsurface layer. This down slope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading

typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Expansive soils are those that expand when exposed to water and contract when water is not present. Due to absence of any natural channel within or near the most of the affordable housing development sites, the potential for lateral spreading occurring is considered negligible. Development on the affordable housing sites identified in the Lynwood Housing Element Update 2021-2029 will be required to comply with California Building Code requirements and would be constructed to current building code standards. These standards include consideration of geological and seismic conditions. Soil conditions at the development sites would be identified and considered as part of the design process, as required by the City's Planning Manager. Compliance with existing California Building Code regulations would limit hazard impacts arising from liquefaction, landslides, lateral spreading, and unstable soils to less than significant level.

e) **No Impact**

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

f) **Less than Significant Impact**

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

Mitigation Measures

No Mitigation Measures are required.

VIII. GREENHOUSE GAS EMISSIONS

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; the 2021-2029 Housing Element; and Hana Resources, "Air Quality/Greenhouse Gas Analysis for Housing Element Update for the City of Lynwood, Los Angeles County, California," (October 8, 2021).

Setting

Climate change, which involves significant changes in global climate patterns, has been associated with an increase in the average temperature of the atmosphere near the Earth's surface, or global warming. This warming has been attributed to an accumulation of greenhouse gases (GHG) in the atmosphere. The GHG trap heat in the atmosphere that in turn heats the surface of the Earth. State and federal legislation has resulted in policies that define targets for reductions in GHG emissions. In particular, California adopted the 2006 Global Warming Solutions Act (commonly referred to as AB 32), which established a statewide emission reduction target to ensure that GHG emissions in the year 2020 are equal to the statewide GHG emissions in 1990. The California Air Resources Board (ARB) 2008 Scoping Plan estimated that GHG emissions in the State would have to be reduced by approximately 29 percent from business-as-usual (BAU) levels in order to meet the GHG emissions reduction requirement. While the ARB 2008 Scoping Plan estimated GHG emissions in the State need to be reduced by approximately 29 percent, in 2011 the ARB updated its estimate of the GHG emission reductions necessary to satisfy Assembly Bill 32 requirements. In the 2011 Final Supplement to the AB 32 Scoping Plan, the ARB estimated that a 16 percent reduction below the estimated BAU levels is needed to return State GHG emissions to 1990 levels by 2020.

Los Angeles County has established greenhouse gas emissions (GHG) reduction targets consistent with Statewide reductions that Assembly Bill 32 (AB 32) requires. In evaluating its Statewide reduction goal, the California Air Resources (CARB) modeling concluded that California could meet AB 32 target while maintaining and enhancing economic growth. In addition, CARB identified public health benefits from the AB 32 Scoping Plan that included reduced premature death, reduced incidences of asthma, reduced lower respiratory symptom, and reduced work loss days.

Los Angeles County's GHG emissions reduction target of at least 11 percent below 2010 levels by 2020 was consistent with Statewide reductions under AB 3. Local community and Statewide actions described in the Los Angeles Climate Change Action Plan (CCAP) would reduce 2020 GHG emissions within unincorporated areas by more than 1.9 million $MTCO_2e$, with GHG reductions achieved by the CCAP being attributed to State- and community-level programs. The combined effect of State and local actions provides sufficient emissions reductions to exceed the County's GHG target by approximately 4,000 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. This threshold is based on a review of the Governor's Office of Planning and Research database of 711 CEQA projects. Ninety (90) percent of CEQA projects would exceed the bright-line thresholds identified above.

Global Climate Change Setting/Defined

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as Water Vapor, Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), Methane (CH_4), Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride - - gases that remain in the atmosphere from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thusly warming the earth's atmosphere. GCC also can occur naturally as it had in the past with previous ice ages.

Gases that trap heat in the atmosphere often are referred to as "greenhouse gases." These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61 degrees Fahrenheit cooler than current average temperature. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Greenhouse Gases

Water vapor (H_2O) is the most abundant, important, and variable greenhouse gas in the earth's atmosphere. Water vapor is not a pollutant; rather, in the atmosphere it maintains a climate necessary for life. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). There are no human health effects from water vapor itself. However, when some pollutants come in contact with water vapor, they can dissolve and the water vapor then can act as a pollutant-carrying agent. The primary source of water vapor is evaporation from oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide (CO_2) is an odorless and colorless greenhouse gas. Outdoor levels of Carbon Dioxide are not sufficiently high to result in negative health effects. Carbon Dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. Carbon Dioxide is emitted from natural sources (e.g., decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; volcanic outgassing) and from anthropogenic sources (e.g., burning of coal, oil, natural gas and wood). Since the industrial revolution began in the mid-18th century, the type of human activity that increases greenhouse gas emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. Since the beginning of the industrial revolution, Carbon Dioxide concentrations have increased more than 30 percent and, left unchecked, are projected to increase to nearly double the concentrations in the atmosphere at the dawn of the industrial revolution as a direct result of anthropogenic sources.

Methane (CH_4) is a very effective absorber of radiation but has an atmospheric concentration less than Carbon Dioxide and its lifetime is 10-12 years. Exposure to high levels of methane can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate. Methane has natural and anthropogenic sources. It is released as part of biological processes in low oxygen environments, such as in swamplands or in rice production. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and coal mining have added to atmospheric concentration of methane. Other anthropocentric sources include fossil fuel combustion and biomass burning.

Nitrous Oxide (N_2O) is also known as laughing gas and is a colorless greenhouse gas. Nitrous Oxide and cause dizziness, euphoria, and sometimes light hallucinations. It is considered harmless in small doses. However, in some cases heavy and extended use can cause Olney's Lesions (brain damage). Nitrous Oxide concentrations began to increase at the beginning of the industrial revolution. It is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. Also, some industrial processes (e.g., fossil fuel fired power plants, nylon production, nitric acid production, vehicle emissions) contribute to its atmospheric load.

Chlorofluorocarbons (CFC) are gases formed synthetically by replacing all hydrogen atoms in Methane or Ethane (C_2H_6) with chlorine and/or fluorine atoms. CFC are non-toxic, non-flammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface). CFC are no longer being used and therefore it is not likely health effects would be experienced. However, in confined indoor locations, working with CFC-113 or other CFC is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. Levels of major CFC now are remaining steady or declining. However, their long atmospheric lifetimes mean some CFC will remain in the atmosphere for more than 100 years.

Hydrofluorocarbons (HFC) are synthetic, man-made chemicals used as a substitute for CFC. They are one of three groups with the highest global warming potential. No health effects are known to result from exposure to HFC, which are manmade for applications such as automobile air conditioners and refrigerants. Perfluorocarbons (PFC) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays that occur about 60 kilometers above the surface of the earth are able to destroy the compounds. Thereby, PFC have very long lifetimes - - between 10,000 and 50,000 years. No health effects are known to result from exposure to PFC. The two primary sources of PFC are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride (SF_6 is an inorganic, odorless, colorless, non-toxic nonflammable gas that has the highest global warming potential of any gas evaluated. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur Hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Nitrogen Trifluoride (NF_3) is a colorless gas with a distinctly moldy odor used in industrial processes and is produced in the manufacture of semiconductors and Liquid Crystal Display panels, types of solar panels and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Carbon Dioxide Equivalent (CO_2e) is a term used for describing the difference greenhouse gases in a common unit. CO_2e signifies the amount of CO_2 that would have the equivalent global warming potential.

Greenhouse gases have different Global Warming Potential values. Global Warming Potential of a greenhouse gas indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. The Global Warming Potential (100-year time horizon) ranges from 1 for Carbon Dioxide to as much as 23,900 for Sulfur Hexafluoride.

Greenhouse Gas Emissions Inventories

Global

The Intergovernmental Panel on Climate Change tracks worldwide anthropogenic greenhouse gas emissions for industrialized and developing nations. As the following **Table 8-1** indicates, the United States as a single country was the number two producer of greenhouse gas emissions in 2016. The primary greenhouse gas emitted by human activities in the United States was Carbon Dioxide, representing approximately 81.6 percent of total greenhouse gas emissions in the United States. Carbon dioxide from fossil fuel combustion, as the largest source of United States greenhouse gas emissions, accounted for approximately 93.5 percent of the Carbon Dioxide emissions.

Table 8-1 – GHG Emissions, By Country

Emitting Countries	GHG Emissions (Gg CO_2e)
China	11,895,765
United States	6,511,302
European Union (28 member countries)	4,291,252
India	2,643,817
Russian Federation	2,100,850
Japan	1,304,568
TOTAL	28,747,554

State of California

California has slowed significantly the rate of growth of greenhouse gas emissions due to implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the United States emissions inventory total. The California Air Resources Board compiles greenhouse gas inventories for the State of California. Based upon the 2018 greenhouse gas inventory data for the 2000 to 2016 greenhouse emissions inventory8, California emitted 429.4 $MMTCO_2e$ including emissions resulting from imported electrical power in 2015.

Effects of Climate Change in California

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

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in

the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Since 1750, the U.S. Environmental Protection Agency estimates that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

Public Health

Higher temperatures may increase frequency, duration and intensity of conditions conducive to air pollution formation. In addition, if global background Ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter than can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if greenhouse gas emissions are not significantly reduced. In addition, under the higher warming range scenario there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit in Los Angeles and 95 degrees Fahrenheit in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. The State's water supplies also are at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta - - a major fresh water supply.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, thereby reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. It also could adversely affect winter tourism, particularly by shortening the ski and snowboarding season.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products Statewide. California farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate Ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Rising temperatures could worsen quantity and quality of yield for some of California's agricultural products, including wine grapes, fruits and nuts. In addition, Global Climate Change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Also, continued Global Climate Change could alter abundance and types of many pests, lengthen pest breeding seasons, and increase pathogen growth rates.

Forests and Landscapes

Global Climate Change has the potential to intensify the current threat to forests and landscapes by increasing risk of wildfire and altering distribution and character of natural vegetation. Since wildfire risk is determined by a combination of factors including precipitation, winds, temperature and landscape and vegetation conditions, future risks will not be uniform throughout the State. Continued Global Climate Change has the potential to alter natural ecosystems and biological diversity within the State and could decrease the productivity of the State's forests.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten California's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

Human Health Effects

The potential health effects related directly to emissions of Carbon Dioxide, Methane and Nitrous Oxide as they relate to development projects are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. The Greenhouse Gas Analysis prepared for the Project contains a graphic indicating a summary of projected global warming impact (reference technical study Exhibit 2-A). Specific health effects associated with directly emitted greenhouse gas emissions are as follows.

Greenhouse Gas Sources

The GHG emission inventory associated with the 2021-2029 Housing Element includes the following:

- Transportation – vehicles and railway;
- Energy – natural gas and electricity use for residential and non-residential land uses;

- Areas Sources – agricultural equipment, construction equipment, industrial equipment, lawn and garden equipment, light commercial equipment, recreational equipment, railroad right-of-way, and transport refrigeration units;
- Water/Wastewater – water conveyance and fugitive emissions from wastewater treatment; and,
- Solid Waste Generation – solid waste disposal

Electricity

CalEEMod has three categories for electricity consumption: electricity impacted by Title 24 regulations; non-Title 24 electricity; and, lighting. Title 24 uses are defined as major building envelope systems covered by California's Building Code, Title 24, Part 6 (e.g., space heating; space cooling; water heating; ventilation). Lighting is separate because it can be both part and not part of Title 24. CalEEMod does not consider lighting to have any further association with Title 24 referenced in the Programs because lighting is not considered as part of the building envelope energy budget. Non-Title 24 includes everything else (e.g., appliances; break room equipment; computer servers; forklift chargers; and, other electronics). Electricity consumption has not been subdivided into categories in the **Table** above but can be estimated in an electricity consumption report when, and if, provided by a project applicant. Therefore, the Air Quality/Greenhouse Gas Analysis prepared for the 2021-2029 Housing Element provides only total electrical consumption at this time. Los Angeles County determined electricity consumption is the second largest source of greenhouse gas and thereby comprises 22.7 percent of emissions.

Natural Gas

Emissions from combustion of natural gas are generated in homes and businesses throughout the City of Lynwood. The Southern California Gas Company supplies natural gas to Lynwood through a fixed transmission and distribution system via several major natural gas mains in the City.

Water and Wastewater

Greenhouse gas emissions from electricity use are generated to pump water and treat wastewater within Lynwood. The City of Lynwood Public Services Department and Park Water Company provide domestic water service to Lynwood. On average, the City uses 6,55 acre feet of water annually.

The City of Lynwood Public Works Department provides sewage disposal services in Lynwood. City lines transport sewage to Los Angeles County trunk lines, which transport sewage to the Joint Water Pollution Control Plant in the City of Carson. The only area not connected to the sewer system (on septic tanks) in Lynwood is the industrial area north of Interstate-105 and west of Interstate-710.

Solid Waste

Greenhouse gas emissions would be generated from decomposition of solid waste generated by build out of the 2021-2029 Housing Element projected residential units. In general, the City of Lynwood generates solid waste at a rate of 12 pounds per person per day - - an aggregate number that includes residential, commercial, and industrial land uses.

Vegetation

Development of the residential units contemplated in the 2021-2029 Housing Element can potentially reduce vegetation and thereby reduce potential carbon sequestration. Residential development can include landscape plans that partially or completely offset natural vegetation loss.

Thresholds for Analysis**.**

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				**X**

Discussion of Checklist Answers

a) **Less Than Significant Impact**

Affordable housing development would create short-term construction-related greenhouse gas emissions. A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the SCAQMD handbook would be used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest proposed threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO2E) per year for commercial and residential projects. This threshold is based on review of 711 CEQA projects.

CEQA Guidelines require a lead agency to make a good-faith effort based to the extent possible on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. This will be accomplished on a site-specific basis during build-out of affordable housing in the 2021-2029 cycle. Therefore, impacts would be less than significant.

Construction activities produce combustion emissions from various sources (e.g., demolition; site grading; utility engines; on-site heavy-duty construction vehicles; equipment hauling materials to and from development sites; asphalt paving; motor vehicles transporting the construction crew). Exhaust emissions from on-site construction activities would vary daily according to changing construction levels.

Operation of the 2021-2029 Housing Element contemplated new residential units would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile source emissions of GHG would include vehicle trips associated with new residential and transient travel along Interstate-105 and Interstate-710. Other emissions would be associated with activities that include landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary source emissions also would occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the new residences.

In that implementation of new residences contemplated in the 2021-2029 Housing Element, the Air Quality/Greenhouse Gas Emissions Analysis prepared for the Housing Element states that prior to constructing the new residences, "…an analysis of potential environmental impact may be required… [although] the greenhouse gases generated would be expected to be below Los Angeles County's GHG target level of 4,700$MTCO_2e$ per year, or the SCAQMD bright-line threshold of 3,500 $MTCO_2e$ per year for residential projects." The Analysis concludes "therefore, these impacts are considered less than significant."

b) No Impact

Lynwood has adopted the 2016 edition of the California Building Code, including the California Green Building Standards Code. Construction of the Project would be subject to the California Green Building Standards Code. In addition, the Lynwood General Plan has Policies with which any new residential development must comply. Therefore, no impact would occur.

Mitigation Measures

No Mitigation Measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; the City of Lynwood Local Hazard Mitigation Plan (HMP); the City of Lynwood Long Beach Boulevard Specific Plan; the 2021-2029 Housing Element; and, HANA Resources, "Health Risk Assessment for Housing Element Update for the City of Lynwood, Los Angeles County, California," (October 8, 2021).

Setting

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

Results of a search of this data base are contained in Section 4.6 (Hazards and Hazardous Materials) of the Lynwood Transit Area Specific Plan Environmental Impact Report. There has been a voluntary cleanup of a toxic site on the Project site.

Hazard Identification

The City of Lynwood Local Hazard Mitigation Plan identified the following hazards: aircraft accident; climate change; drought; earthquake and seismic hazards; excess heat; flood/flash flood; pipeline rupture/hazardous material release; winter storm/high wind; and, dam inundation. These hazards were identified for Lynwood based on historical information, presence of the hazard, and the likelihood of future occurrences of the hazard.

Disaster Proclamation Process

When a condition of extreme peril or potential peril to the safety of persons and property occurs and the condition is beyond the capacity of the local jurisdiction to control effectively, the local governing body may proclaim a local emergency exists. The local government may request the California Office of Emergency Services (Cal OES) Director to concur in the proclamation of a local emergency to provide assistance under the California Disaster Assistance Act. A copy of the jurisdiction's resolution must be provided to the Los Angeles Operational Area as soon as possible for transmission of the resolution to Cal OES. When a county proclaims a local

emergency pursuant to Section 8630 of the Government Code, based on conditions that include incorporated and unincorporated territory of the county. It is not necessary for the cities to also proclaim the existence of a local emergency independently. If sufficient conditions occur, the State may proclaim a state of emergency to fully commit Sate and mutual aid assistance and provide resources to assist local government. Following the proclamation of a state of emergency, the California OES Director may recommend the Governor request a Presidential declaration of a major disaster under the authority of Public Law 93-288. The Governor/s request to the President is submitted through the Federal Emergency Management Agency (FEMA).

The Local Hazard Mitigation Plan ranks hazard priorities for Lynwood, according to level of risk. Climate Change and Earthquake/Seismic hazards were assigned high risk levels. Dam Inundation, Drought, Extreme Heat, Flood/Flash Flood, Pipeline Rupture with HAZMAT release, and Winter Storm High Winds were assigned moderate risk levels. Fire/Wildfire was assigned a low risk level.

Regulatory Setting

Federal

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

State

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

Regional and Local

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

The Los Angeles County Department of Environmental Health has primary responsibility for enforcing most regulations that pertain to hazardous materials in the City of Lynwood. The Los Angeles County Fire Department is designated as the Administrating Agency for hazardous materials for the City of Lynwood. Hazardous waste programs in Lynwood also are governed by the County of Los Angeles Fire Department Health Hazardous Materials Division. The County of Los Angeles Dire Department's Compliance Guidelines for Hazardous Wastes and Materials

includes Hazardous Waste Generator Program/Tiered Permitting, Hazardous Materials Management Program, California Accidental Release Prevention Program, aboveground Petroleum Storage Tanks-Spill Prevention Control and Countermeasure plan, Underground Storage Tank Program, and Site Remediation Oversight Program.

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			**X**	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

Discussion of Checklist Answers

a) **Less Than Significant Impact**

Upset or accident conditions near any of the potential affordable housing development sites could involve release of hazardous materials into the environment. As mentioned above, frequent transport of hazardous materials occurs along Interstate-105 and along the Alameda Corridor. Some of the affordable housing development sites could be identified as locations where hazardous materials were used or stored, resulting in some contamination of the soil on the sites. In particular, a cleanup of said chemical releases on portions of the Lynwood Transit Area Specific Plan study area was completed in accordance with the California Land Reuse and Revitalization Act Agreement between the Project site owner and the California State Department of Toxic Substances Control. The Department of Toxic Substances Control (DTSC) has indicted "remediation of the Site was completed by Robertshaw Controls Company . . . to facilitate redevelopment of the Site." The Remedial Action Objectives in the Response Plan were designed to protect human health of the future Project occupants. The Department of Toxic Substances Control further indicates "as set forth in the RACR [Response Action Completion Report], multiple lines of evidence demonstrated that the RAOs [remedial action objectives] established in the Response Plan were achieved." In addition, the DTSC states "further, and Addendum to the RACR (RACR Addendum, Geosyntec, March 2016) presented a supplemental evaluation of potential human health risks associated residual concentrations of constituents of concern to [potential] future residents….". Based on the information provided in the RACR and RACR Addendum, DTSC determined that the RAOs for that site had been met and that the site conditions did not pose an unacceptable risk to future commercial/industrial workers, or to on and off-site existing and future residents under the proposed (at that time) multi-story development plan. The RACR and RACR Addendum were approved by DTSC . . . DTSC does not require additional cleanup prior to construction." However, any future developer will be required to submit final Building Plans to DTSC for review and approval to ensure all engineering controls to minimize subsurface vapor movement are addressed. The resultant level of impact will be less than significant.

Development contemplated under the 2021-2029 Housing Element may include temporary transport, storage and use of potentially hazardous materials, including fuels, lubricating fluids, cleaners and solvents. Transport of these materials will be subject to Federal, State, and local regulations to assure risks associated with transport are minimized. In addition, construction activities that transport hazardous materials will be required to transport such materials along designated roadways to limit any risk of upset. Also, new residential uses generally require use or storage of small quantities of hazardous materials. Small amounts of products that contain hazardous materials possibly could be used for cleaning and maintenance of dwellings and recreation areas.

However, the Health Risk Assessment prepared for the 2021-2029 Housing Element states "…such use would not pose a significant risk to public health and safety…[and] therefore, the level of impact of Project-enabled development and operation related to creation of a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials would be less than significant."

b) **Less Than Significant Impact**

Any future affordable housing uses could involve use, storage, disposal or transportation of hazardous materials although the residential uses generally do not involve use and storage of some materials that are considered hazardous. These materials likely would be limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies and thereby would not differ substantially from household chemicals and solvents widely used throughout the non-residential areas of Lynwood.

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

Future affordable housing development could be bordered by manufacturing uses. Therefore, the Project may be exposed to transport of hazardous materials. However, compliance with existing laws and regulations governing transport, use, release and storage of hazardous materials and wastes and compliance with City of Lynwood General Plan policies would reduce potential impacts related to exposure of the public, Project residents and Project visitors or environment to hazardous materials to a less than significant level.

c) **No Impact**

Some of the affordable housing development sites identified in the Lynwood Housing Element Update 2021-2029 are located within one-quarter mile of a school. Required site-specific investigation of the potential existence of hazardous substances in soil and compliance with requirements of existing laws and regulations will minimize any impacts that may occur from transport of hazardous materials. Development and operation of residential units contemplated in the 2021-2029 Housing Element may include temporary transport, storage and/or use of potentially hazardous materials including fuels, lubricating fluids, cleaners, and solvents. However, as stated in the Health Risk Assessment prepared for the 2021-2029 Housing Element "the level of impact that could result from any spillage would be insignificant due to the small amounts of the substances and required compliance with City and State regulations pertaining to use, storage and transport of such materials." The Assessment also states that "development of additional housing within the City would require a site-specific environmental analysis to evaluate whether the proposed development would result in an impact to an existing or proposed school within the one-quarter mile criteria [sp]… and based on the analysis … no impact is expected."

d) **Less Than Significant Impact**

Many properties in Lynwood contained past uses that could have or did produce localized contamination or concentrations of hazardous substances. Five LUST sites and three cleanup sites are within the Lynwood City limits. These sites generally occur along Atlantic Avenue, Long Beach Boulevard, and Lynwood Road, Alameda Street, and Long Beach Boulevard, respectively. These sites typically are flanked largely by industrial/commercial uses. These sites would not represent sites for redevelopment as residential uses without first bringing the sites into regulatory compliance with requirements of the appropriate State agencies.

Other sites throughout Lynwood will need to be screened prior to development on the sites. A Phase I Environmental Site Assessment would be performed as part of the initial screening process and the produced findings would be incorporated into the related environmental document. Such a screening would include identification of evidence of buried drums, buried containers, free liquids, odors, unusual depressions, or excavations that would indicate solid waste disposal activity. In addition, evidence of spills, releases or illegal disposal also would be evaluated. Other potential environmental concerns to be evaluated part of the environmental screening process would include the presence of asbestos, lead based paint, urea-formaldehyde, mold, fluorescent light tubes, or mercury containing components.

Southern California Edison (SCE) pole-mounted transformers are located on many properties within Lynwood. Transformers installed by SCE prior to 1978 contained insignificant concentrations of PCBs; those installed after 1978 were unlikely to contain PCBs. In the event a transformer leaked, SCE would be responsible for cleaning up the contamination.

The Health Risk Assessment prepared for the 2021-2029 Housing Element states that since any future project would require a thorough environmental screening prior to implementation such that no hazardous conditions would exist on the proposed development site, “project-enabled development and operation will not occur on a site listed as a hazardous materials site…[and] therefore, the impact level would be less than significant.”

e) **No Impact**

The identified affordable housing development sites are not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The western City of Lynwood boundary is approximately 9.5 miles east of Los Angeles International Airport and 5.5 miles east of Hawthorne Municipal Airport. The southeastern City boundary is approximately 2.2 miles northeast of the Compton/Woodley Airport. As a result, the City of Lynwood is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore, affordable housing development and operation would not result in a safety hazard for people residing or working in the area. No impact would result.

f) **No Impact**

Lynwood is not located within the vicinity of a private airstrip. Therefore, affordable housing development and operation would not result in a safety hazard for people residing or working in the vicinity. No impact would result.

g) **No Impact**

Many of the identified affordable housing development sites are located along major roadways. Emergency access to the sites would be maintained as currently exists with no increase in response times for fire protection service, emergency service, or law enforcement service. Therefore, no impact would result.

h) **No Impact**

The identified affordable housing development sites are located within an urbanized city. Open areas within Lynwood are limited to school grounds and public parks. No wildlands are present within the City of Lynwood. Also, the cities surrounding Lynwood are largely built out with residential, commercial, and industrial uses. There would be no risk of exposing people or structures to a significant loss, injury or death involving wildland fires. Therefore, no impact would result.

Health Risk Significance Thresholds

The Health Risk Assessment prepared for the 2021-2029 Housing Element focuses its analysis on how additional development of housing in Lynwood would impact health risks. The following South Coast Air Quality Management District (SCAQMD) significance thresholds for health risks are considered appropriate and are used in the Health Risk Assessment:

- Excess cancer risk of more than 10 in one million; and,
- Non-cancer hazard index (chronic or acute) greater than 1.0.

Although these thresholds typically are applied to new industrial projects, the thresholds are used to determine whether implementation of new residential dwellings would result in significant health risk impacts from additional emissions. Methodology used in the Health Risk Assessment, as applicable, is consistent with SCAQMD and Office of Environmental Health Hazard Assessment (OEHHA) guidance documents:

- OEHHA, Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments, February 2015; and,
- SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003.

The SCAQMD also has defined health risk thresholds in addition to the above thresholds. The SCAQMD thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposure to toxic air contaminants (TAC). Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TAC continuously over a period of 70 years for sensitive receptors. Thereby, an individual located in

an area with a cancer risk of one would experience a one chance out of a population of one million of contracting cancer over a 70year time period, assuming that the individual lives in that area continuously for the entire 70-year time period.

TAC also can cause chronic (long-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non-cancer health hazards from TAC is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of a project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL). The SCAQMD has established the following health risk thresholds.

Risk Characterization

SCAQMD thresholds for carcinogenic compounds assess cancer risk in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in one million or a cancer burden of 0.5 excess cancer cases in areas exceeding the project-generated one in one million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0.

The SCAQMD report on how to address cumulative impacts from air pollution is entitled "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution." The Report states the South Coast AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. The SCAQMD considers projects that exceed the project-specific significance thresholds to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed project-specific thresholds generally are not considered to be cumulatively significant. Therefore, if a project's projected impacts are below the project-specific significance thresholds, the project would not result in significant cumulative impacts.

Carcinogenic Chemical Risk

The SCAQMD has established the following project-specific health risk significance thresholds:

- Maximum Incremental Cancer Risk: >= 10 in 1 million
- Hazard Index (project increment): >= 1.0
- Cancer burden: > 0.5 excess cancer cases (in areas >= 1 in 1 million)

A significant impact would occur if a project's impacts exceeded any of the above thresholds. Health risks associated with exposure to carcinogenic compounds can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration.

The cancer risk probability is determined by multiplying the chemical's annual concentration by its cancer potency factor (CPF), a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway.

It is an upper limit estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter (ug/m^3) over a lifetime of 70 years. Recent guidance from OEHHA recommends a refinement of the standard point estimate approach to use age specific breathing rates and age sensitivity factors (ASF) to assess risk for susceptible sub-populations, such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the CPF in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)-1 to derive the cancer risk estimate.

Non-Carcinogenic Hazards

The Health Risk Assessment also contains the results of an evaluation of potential non-cancer effects of chronic and acute chemical exposures. Adverse health effects are evaluated by comparing annual receptor level (ground) concentration of each chemical compound with the appropriate reference exposure limit (REL). The Health Risk Assessment considered available RELs promulgated by OEHHA. The Health Risk Assessment used the hazard index approach to quantify non-carcinogenic impacts. The hazard index assumes chronic and acute subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). The Health Risk Assessment used target organs identified in regulatory guidance for each discrete chemical exposure. Each chemical concentration or dose was divided by the appropriate toxicity value to calculate the hazard index. This ratio is summed for compounds affecting the same toxicological endpoint. A health hazard was presumed to exist where the total equals or exceeds one.

Cumulative Health Risk Significance Thresholds

The AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only cases where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of 3 TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in one million and cancer burden of 0.5) for project specific and cumulative impacts. The SCAQMD considers projects that exceed project-specific significance thresholds to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds generally are not considered to be cumulatively significant.

Environmental Analysis

Other long-term operational TAC emissions include toxic substances such as cleaning agents used on-site. Compliance with State and Federal handling regulations would ensure emissions remain below a level of significance. Use of such substances such as cleaning agents is regulated by the 1990 CAA Amendments as well as State-adopted regulations for the chemical composition of consume products. The Health Risk Assessment prepared for the 2021-2029 Housing Element

thereby states, “long-term operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.”
Development in Lynwood contemplated in the 2021-2029 Housing Element, according to the Health Risk Assessment, “…would not expose residents and workers to significant excess cancer risks associated with volatile organic vapors associated with gasoline dispensing or other industrial activities. This is further supported in that residents and workers at adjacent locations would spend a substantial portion of their time indoors, separated from potential emissions sources by walls and additional set-back distances. Therefore, the risk associated with the dispensing of gasoline fuels, emissions from the limited industrial activities, and emissions from the existing roadways and interstate corridors (I-105 and I-710) would be **less than significant**.”

The Health Risk Assessment also states “…the potential exposure of residents and workers with the City of Lynwood to TAC emissions resulting from the long-term use of household and/or commercial cleaning agents, paints, and other architectural coatings, if used and handled in accordance with applicable state and federal regulations would be **less than significant**.”

X. HYDROLOGY AND WATER QUALITY

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

Regional Hydrology

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

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

Water Supplies

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

Water Quality

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

Flood Hazards

In the first half of the 20th century flooding was a serious problem in Lynwood. However, channeling the Los Angeles River and the Rio Hondo River eliminated much of the danger from flooding. The City of Lynwood is located in Flood Zone X, based on the Federal Emergency Management Agency current Flood Insurance Rate Map. This Zone includes areas that would be inundated as a result of flows associated with the 500-year flood, the 1000-year flood to average depts of less than one foot or with drainage areas less than one square mile and areas protected by levees from the 1000-year flood. The Los Angeles County Department of Public Works created an online map for El Niño Storm Hazard Areas. Although some southwestern portions and the entire eastern portion of Lynwood are in the Moderate Flood Risk Area and the eastern boundary of the City near the Los Angeles River is in a High Flood Risk Area, many of the identified affordable housing development sites are not located in a designated flood risk area.

Tsunami and Seiche

A Tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water that are produced when movement occurs on faults in the ocean floor. Areas susceptible to tsunamis are those near the ocean shore and along low-lying river channels. Lynwood is located approximately 12 miles east of the Pacific Ocean with ground level elevations that range from 70-100 feet above mean sea level. Seiches are waves generated in an enclosed body of water by seismic activity.

Dams

There are no dams or reservoirs in the City of Lynwood. The closest reservoir is the Garvey Reservoir located approximately 11 miles northeast of the city in the City of Monterrey Park while the closest dam is the Whittier Narrows Dam located approximately 10 miles northeast in the City of Montebello. The dam is a central element of the Los Angeles County Drainage Area (LACDA) flood control system and serves to collect runoff from uncontrolled drainage areas upstream. Periodically, the dam releases water into the Los Angeles River through the Rio Hondo confluence. Whittier Narrows Dam poses the greatest dam failure threat to the City because if the dam were to fail, the City would become inundated, however this is an unlikely scenario as the dam has not failed in over 100 years and the likelihood of this occurrence is less than 10% per year according to the City's Local Hazards Mitigation Plan (LHMP).

Drainage

Storm water runoff that does not infiltrate into the subsurface is directed into the City of Lynwood storm drain system that consists of five major north-to-south drainage facilities. The City rarely experiences issues with drainage, with the exception of heavy winter rainstorms that can occur in a short period of time in the months of November through March.

Federal Regulatory Setting

The United States Congress in 1972 passed the Clean Water Act (Federal Water Pollution Control Act), which directs states to establish water quality standards for all waters of the United States and to review and update the standards triennially. Section 402 of this Act authorizes the California State Water Resources Control Board (SWRCB) to issue National Pollutant Discharge Elimination (NPDES) Program "General Construction Storm Water Permits." Projects that disturb

one or more acres are required to obtain NPDES coverage under the "Construction" Permit. The County of Los Angeles administers NPDES regulations. Section 401 of the Clean Water Act requires any activity that may result in discharges into a State water body must be certified by the Regional Water Quality Control Board. Section 404 of the Clean Water Act requires a permit for construction activities that involve placement of any kind of fill material into waters of the United States or wetlands. Section 303(d) of the Clean Water Act requires states to identify "impaired" water bodies that do not meet water quality standards.

State of California Regulatory Setting

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

Local Regulatory Setting

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

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

City of Lynwood General Plan – Relevant Goals and Policies

Infrastructure/Public Services Element

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

Policy DW1.3: Water Conservation. The City shall require that water conservation measures be implemented into all construction permits.

Safety Element

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

Policy GEO-1.3: Seiches/Water Tanks. Provide safety to property, structures and human life in areas that may be subject to seiches from water tank rupture.

Open Space and Conservation Element

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

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

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

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

City of Lynwood Municipal Code

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off-site?			**X**	
d) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			**X**	
e) 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?			**X**	
f) 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, or impede or redirect flood flows?			**X**	
g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

Discussion of Checklist Answers

a) **Less Than Significant Impact**

Construction of affordable housing development projects would involve ground-disturbing activities and the use of heavy machinery that could release hazardous materials, including sediments and fuels. Operation of proposed development could also result in discharges of wastewater that could be contaminated and affect downstream waters. However, compliance with permits and regulations, and implementation of Best Management Practices contained therein would ensure potential water quality impacts would be less than significant. Development of this housing could result in impacts to applicable water quality or wastewater discharge requirements. Development of affordable housing is subject to multiple permits and approvals associated with water quality protection.

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

Activities subject to the NPDES general permit for construction, such as the proposed Project, must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes a site map and description of construction activities. The SWPPP will identify Best Management Practices to be used to prevent soil erosion and discharge of other construction-related pollutants (e.g., petroleum products; solvents; paints; cement) that could contaminate water resources. A monitoring program generally is required to ensure Best Management Practices are implemented according to the SWPPP and are effective at controlling discharges of pollutants related to storm water.

Affordable housing development and operation will not substantially alter existing drainage patterns and will not include discharge of hazardous materials directly into the existing storm water drainage system. In addition, wastewater would be treated and discharged appropriately. Affordable housing development and operation also will be implemented in compliance with existing State, regional and City programs and permits, including the City of Lynwood Storm Water and Urban Runoff Pollution and Conveyance Controls and the Regional Storm Water NPDES Permit (No. CAS004001). Furthermore, development design will include Best Management Practices to avoid adverse effects associated with storm water runoff quality.

Future affordable housing development will be required to comply with the following.

- Section 14-13.3 of the City of Lynwood Municipal Code includes a Low Impact Development that consists of building and landscape features designed to retain or filter storm water runoff, which will be accomplished by implementing Best Management Practices such as biofiltration, bioretention, and green roofs to intercept rainfall. These Practices, together with other provisions and Best Management Practices specified in the storm water NPDES Permit, may require long-term

operational inspections and maintenance activities to ensure effective avoidance of significant adverse impacts associated with water quality degradation.

- Drainage and water quality improvement measures contained in the Lynwood Transit Area Specific Plan Chapter 4, Section 4.3 which are intended to include use of Low Impact Development practices wherever feasible, to capture, treat and convey storm water before it enters the storm drain system, and to minimize impacts to water quality using mechanical and natural detention, infiltration, and treatment methods.
- Implementation of the following Low Impact Development storm water management solutions shall be used, as appropriate.
  - Bio-Retention Facilities
  - Bio-Filtration Facilities
  - Infiltration Facilities
  - Permeable Pavement
  - Mechanical Filtration Systems
  - Subsurface Detention Systems
  - Tree Planting

During affordable housing construction and operation there will be a potential for water quality impacts to occur due to unanticipated leaks, spills ore releases of hazardous or potentially hazardous materials, and due to the potential for encountering existing contamination on or near development sites. Compliance with existing permits discussed above will include Best Management Practices and spill response measures to address any unanticipated occurrences that could potentially affect water quality in or near the development sites or in downstream areas. Implementation of these policies and compliance with permits and regulations discussed above will ensure potential impacts to water quality that may occur during affordable housing development and operation will be reduced to, and maintained at, a less than significant level.

b) **Less Than Significant Impact**

Activities related to the construction and operation of affordable housing are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. Physical changes that could occur as a result of implementing the proposed project would occur within the existing build environment in areas where existing development occurs and would not interfere with ground water recharge. In the event that additional water demand arises from the implementation of the project, the City's water distribution system imports water from the Metropolitan Water District of Southern California (MWD) and maintains emergency connections with the City of Compton and the City of South Gate to serve as a secondary water supply resource. Therefore, project development and operation of the Housing Element Update would not deplete groundwater supplies or interfere with the City's Urban Water Management Plan.

c) **Less Than Significant Impact**

The proposed project would result in a significant environmental impact if it would require modifications to drainage patterns that could lead to substantial erosion of soils, siltation, or flooding. However, the potential future development as a result of the proposed project would occur within the built environment and would not involve the direct modification of any watercourse. If unforeseen excessive grading or excavation are required, then pursuant to the State Water Quality Control Board (SWQCB) Construction General Permit, a SWPPP would be prepared and implemented for the qualifying projects under the

proposed project, which would ensure that erosion, siltation, and flooding is prevented to the maximum extent practicable during construction. Therefore, Project development and operation would not result in substantial erosion, siltation, flooding, or substantial alteration of the existing drainage patters of the area, and associated impacts would be less than significant.

d) **Less Than Significant Impact**

Lynwood is urbanized and connected to an existing storm water drainage system located between the State Street and Bullis Road systems. Storm water runoff in Lynwood is directed through a series of storm water drainage facilities to the Los Angeles River and eventually the San Pedro Bay. Affordable housing development and operation would maintain the existing drainage patterns. All surface runoff will be collected and treated with a series of EPIC flow-through planers. After filtration, post-construction surface drainage will be directed to appropriate systems as surface flow through stormwater conveyance systems. Any potential impact to drainage patterns or drainage courses would be less than significant. In addition, no surface bodies of water are located within the City of Lynwood. Therefore, affordable housing development would not alter the course of any river or stream.

e) **Less Than Significant Impact**

Refer to c) and d) above. Affordable housing development would not alter the course of any river or stream. Although such development would alter drainage patterns, such alterations would not result in substantial adverse effects. Affordable housing development would not introduce new paved areas to the extent that the rate or amount of surface runoff would substantially increase. Affordable housing development would not introduce new surface water discharges and would not result in flooding on-site or off-site. Any resultant impact would be less than significant.

f) **Less Than Significant Impact**

Refer to a) above.

g) **Less Than Significant Impact**

There are some special flood areas in the southeasterly area of Lynwood. Small areas are subject to a 1% annual chance of flood hazards. In addition, based on relevant Federal Emergency Management Agency FIRM, the identified affordable housing sites are in an area that has 0.2 percent annual probability of flooding in some larger portions to the south and southwest. As a result, affordable housing development would not be located within a 100-yard flood hazard area and thereby would not impede or redirect flood flows. No impact would result.

h) **No Impact**

Refer to g) above.

i) **No Impact**

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

j) **No Impact**

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

Mitigation Measures

No Mitigation Measures are required.

XI. LAND USE AND PLANNING

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; Lynwood Housing Element Update 2021-2029; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; Long Beach Boulevard Specific Plan; and the City of Lynwood Municipal Code.

Setting

The City of Lynwood is urbanized with single-family and multi-family residential, commercial, public, recreation/open space, medical, and industrial uses. There are approximately 15,571 housing units in Lynwood, of which 61.7 percent are single-family detached dwellings and 42.6 percent are owner-occupied.

A great number of parcels within the Long Beach Boulevard Specific Plan study area are vacant or are underutilized.

The 2021-2029 Regional Needs Assessment Numbers (RHNA) for Lynwood total 1,558 units, within the following household income categories: 377 Very-Low Income; 139 Low Income; 235 Moderate Income; and, 807 Above Moderate Income The 2021-2029 Housing Element identified 2,628 potential housing sites (2,149 underutilized sites and 136 vacant sites) in Lynwood, with capacities to accommodate the City RHNA allocation in all income categories, as follows: 456 Very-Low Income; 567 Low Income; 391 Moderate Income; and, 1,214 Above Moderate Income. Since there are more than enough existing sites to meet the 6th Cycle RHNA Allocation, there is no need to perform additional up-zoning or establish a zoning overlay. The sites can potentially accommodate 2,285 dwelling units. The majority of these sites are located within the Long Beach Boulevard Specific Plan study area.

The greatest potential for future residential development in Lynwood is along Long Beach Boulevard, as part of the Long Beach Boulevard Specific Plan. The Specific Plan allows existing residential and commercial areas to be converted to mixed-use developments. Potential low-income and very low-income sites all fall within specific plan mixed-use areas and are distributed together with moderate-income and above moderate-income units to avoid producing heavy concentrations of low-income developments. Proximity to transit was an important factor in determining where to place Low-Income housing, as was access to other public and community resources such as grocery stores, hospitals and medical clinics, schools, parks, churches, and protection of environmental resources. Areas with greater opportunity for employment also were prioritized for Low-Income development, as was increasing housing supply and housing mix, tenure, and affordability in equitable manner, promoting socioeconomic equity.

Lynwood Transit Area Specific Plan land use districts overlap the Long Beach Boulevard Specific Plan Mixed Use: Retail/Commercial/Residential land use designation depicted on the Long Beach Boulevard Specific Plan Downtown Village II Land Use Plan. Land uses contemplated in both specific plans directly relate to Transit Oriented Development; that is, to permitting medium to high densities, planned pedestrian walkways, and multiple uses (particularly uses that support transit ridership such as retail, childcare, bookstores, coffee shops and amenities that improve public safety). The Lynwood Transit Area Specific Plan land use designations and development standards function as an overlay district over portions of the area coterminous with the Long Beach Boulevard Specific Plan boundary AND supersede the previously adopted Long Beach Boulevard development standards.

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?			**X**	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

Discussion of Checklist Answers

a) **Less Than Significant Impact**

The identified vacant and underutilized sites are located within an urbanized community. Eventual development of 1,558 residential units as required will not only be consistent with State HCD requirements, but also will contribute to development of the planned uses within the City of Lynwood in a manner consistent with the City General Plan and the City Zoning Code. Therefore, development of the 2021-2029 Housing Element units will not physically divide the established surrounding community.

b) **Less Than Significant Impact**

The Lynwood 2021-2029 Housing Element complies with Section 65583(a)(3) of the Government Code, which requires Housing Elements to include an "inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites." The 2021-2029 Housing Element Appendix B, Table B-1 depicts that the City land inventory, including projects approved and potential development of vacant and underutilized parcels, is sufficient to accommodate the Regional Housing Needs Assessment for the 2021-2029 planning period in all income categories.

The Lynwood 2021-2029 Housing Element Goals and Policies ensure consistency with the following City of Lynwood General Plan goals and policies, and with Advisory Policies in the 2016-2040 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. In addition, the 2021-2029 Housing Element provides all required categories and detail required by State Housing law. Therefore, the resultant impact of implementing the Housing Element is less than significant.

Housing Element

- Goal 1 – Preserve and improve existing housing
- Policy 1.6 – Encourage energy efficient design in existing and new residential units and promote sustainability upgrades in existing and proposed residential units

- Goal 2 – Encourage a variety of housing types to meet the needs of City residents
- Policy 2.2 – Ensure that environmental, public infrastructure and traffic constraints are adequately addressed with regard to new residential development

Land Use Element

- Policy 6.3 – Specific Plans. The Specific Plan designation is intended to allow for a mix of residential and commercial land uses. This designation will be used to allow persons to live close to employment opportunities, and to provide for a transition from higher intensity commercial uses to more traditional residential developments.

Community Design Element

- Policy 2 – Develop design guidelines which facilitate the creation and identification of distinct neighborhoods throughout the City
- Policy ED-1.1 – Regional Economic Development. The City shall encourage increases in economic development within the Community

Public Health and Safety Element

- Policy NOI-1.1 – Sensitive Receptors. Prohibit the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses and sensitive noise receptors such as schools, health care facilities, libraries and churches if noise levels are to exceed 65 dBA CNEL
- Policy NOI-1.5 – Provide guidelines to contractors for reducing potential noise impacts on surrounding land uses
- Policy GEO-1.2 – Discourage land uses that are considered critical from being located in areas subject to liquefaction hazards, fault rupture, landslide and seismically induced seiches
- Policy WR-2.1 – Water Conservation. The City shall ensure that water conservation measures are implemented in all development projects
- Policy WR-2.1 – The City shall ensure that energy conservation measures are implemented in all development projects
- Policy AQ-1.1 – Air Quality Management Measures. The City shall ensure that to the extent practical that air quality mitigation measures are incorporated into residential, commercial, and industrial projects.

Infrastructure/Public Services Element

- Policy DW-1.3 (Water Conservation) – The City shall require that water conservation measures be implemented into all construction projects.

Noise Element

- Policy NOI-1.2 (Sleep Interference) – Ensure that excessive noise levels do not interfere with sleep through the implementation of land use requirements
- Policy NOI-1.3 (Protect Residential Areas) – Ensure that exterior noise levels for dwellings in residential areas do not exceed exterior noise levels of 65 decibels CNEL, and interior noise levels of 45 decibels CNEL

Safety Element

- Policy GEO-1.4 (Seismic Safety by Design) – Ensure that all new construction is designed to meet current safety regulations

Open Space and Conservation Element

- Policy WR-2.1 (Water Conservation) – The City shall ensure that water conservation measures are implemented in all development projects.
- Policy WR-2.1 (Energy Conservation Measures) – The City shall ensure that energy conservation measures are implemented in all development projects.
- Policy AQ-1.1 (Air Quality Mitigation Measures) – The City shall ensure that to the extent practical that air quality mitigation measures are incorporated into residential, commercial, and industrial projects.

Land Use Element

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

Long Beach Boulevard Specific Plan Project Policies

1. Establishment of four villages with distinct functions and focus.
2. Transit-oriented development around Metro Green Line.
3. Combination of land uses, particularly mixed uses.
4. Strong architectural and landscape character.
5. Pedestrian connectivity to transit.

2016 – 2040 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

Advisory Policy 3 – Develop "complete communities." Create mixed-use districts, or "complete communities" in strategic growth areas through a concentration of activities with housing, employment and a mix of retail and services located in close proximity to each other.

Advisory Policy 5 – Plan for additional housing and jobs near transit. Support and improve transit use and ridership by creating pedestrian-friendly environments and more compact development patterns in close proximity to transit.

Advisory Policy 6 – Plan for a changing demand in types of housing. Address shifts in the labor force that will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, which will appeal to the needs and lifestyles of these large populations.

Mitigation Measures

No Mitigation Measures are required.

XII. MINERAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

No mineral resources or mineral resource recovery sites are located within Lynwood.

Thresholds for Analysis

Would the project –

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				**X**
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?				**X**

Discussion of Checklist Answers

a) **No Impact**

Mineral extraction activities do not occur on any sites designated for housing in the 2021-2029 Housing Element. No areas within Lynwood are identified as sources of important mineral resources. The potential for mineral resources to occur in Lynwood is low. No areas within Lynwood are located within a mineral producing area as classified by the California Geologic Survey. Therefore, development of housing will not result in loss of availability of a known mineral resource that would be of value to the region and residents of the State. Also, development of the required housing will not result in loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact would result.

b) **Refer to a) above.**

Mitigation Measures

No Mitigation Measures are required.

XIII. NOISE

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; the 2021-2029 Housing Element; and, HANA Resources, "Noise Study for Housing Element Update for the City of Lynwood, Los Angeles County, California" (October 8, 2021)

Noise

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

Noise volume generally is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response. Due to the nature of the human ear, a sound must be approximately 10 dBA greater than the reference sound to be judged to be twice as loud. A 3 dBA change in community noise levels is noticeable, while 1-2 dB changes usually are not perceptible. Quiet suburban areas typically have noise levels in the range of 40-50 dBA; arterial streets have 50-60 (or greater) dBA noise ranges. Normal conversational levels range from 60-65 dBA. Ambient noise levels greater than 65 dBA can interrupt conversations. Noise levels usually attenuate at a rate of 6 dBA for each doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of approximately 4.5 dBA per doubling of distance; corresponding noise attenuation from heavily traveled roads is approximately 3 dBA per doubling of distance from the noise source. Noise levels also can be reduced by intervening structures.

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

The principal sources of noise in the City of Lynwood are motor vehicles traveling on area roads and highways, aircraft activities, train operations, and commercial/industrial operations. The City General Plan identifies the greatest generators of noise to be transportation uses, particularly traffic along Interstate-105, Interstate-710, Atlantic Avenue, Imperial Highway, Long Beach Boulevard, and Martin Luther King Jr. Boulevard. In addition, the four rail lines that run along Alameda Street along the western boundary of Lynwood and the Metro Green Line that runs on elevated tracks along Interstate-105 are significant noise generators. Aircraft approaching Los Angeles International Airport are the primary source of aircraft noise in Lynwood because flight paths from that Airport pass over the City. Noise generated by these aircraft is regulated by the

Federal Aviation Administration; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne municipal Airport are the nearest municipal facilities, being respectively three miles and six miles west of the City. Although aircraft-generated noise from these facilities would be audible from the Project site, the Project site is outside the 55 dBA CNEL noise contours for both these airports. Also, many uses in industrial areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, childcare centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood.

Regional and Local Regulatory Setting

The City of Lynwood occupies 3,099.26 acres in Los Angeles County, in the central Los Angeles Basin. Lynwood is bounded on the east by the Los Angeles River and Interstate-710. Remaining northern, western, and southern boundaries are situated along streets, avenues, boulevards, and highways within predominantly residential neighborhoods. Interstate-105 bisects Lynwood in an east-west direction. The Alameda Street Corridor extents in a north-south direction near the City's western boundary. Long Beach Boulevard also extends in a north-south direction and is a major roadway. Atlantic Avenue extends sub-parallel to Interstate-710. Imperial Highway extends in an east-west direction near and parallel to the northern bound of the City.

Major truck routes in Lynwood include the following:

- Imperial Highway;
- Alameda Street;
- Long Beach Boulevard;
- Atlantic Avenue;
- Wright Road;
- Martin Luther King Jr. Boulevard;
- Industry Way;
- Stanford Avenue;
- Drury Lane; and,
- Santa Fe Avenue

Knowledge of the following relationships will assist in determining impacts of increased noise levels:

- Except in carefully controlled laboratory experiments, a change of 1dBA cannot be perceived;
- Outside the laboratory, a 3 dBA change is considered a just perceptible difference;
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected; and,
- A 10 dBA change is subjectively heard as approximately doubling in loudness and would almost certainly cause an adverse change in community response.

A noise environment of 50 dBA CNEL is considered to be "normally acceptable" for residential uses. In addition, Title 24, Part 2, establishes requirements for insulation of multiple family residential dwelling units from excessive and potentially harmful noise. Whenever multiple family residential dwelling units are proposed in areas with excessive noise exposure, the developer

must incorporate construction features into the building design that reduce interior noise levels to 45 dBA CNEL.

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

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

The Noise and Land Use Compatibility **Table 13-1** follows and describes guidelines established by the City Noise Element for acceptable noise levels for properties outside of airport influence areas.

Table 13-1 – Noise and Land Use Compatibility Criteria

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75+
Residential – Multi-Family	50-65	60-70	70-75	75+
Transient Lodging – Motels, Hotels	50-65	60-70	70-80	80-+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80+
Auditoriums, Concert Halls, Amphitheaters	N/A	50-70	N/A	65+
Sports Arenas, Outdoor Spectator Sports	N/A	50-75	N/A	70+
Playgrounds, Neighborhood Parks	50-70	N/A	70-80	80+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	N/A	7-80	8+
Office Buildings, Business, Commercial, Professional	50-70	7.5	75+	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-75	75-80	75+	N/A

City of Lynwood Noise Standards

N/A – Not Applicable

Normally Acceptable – Specified land use is satisfactory, based upon the assumption any buildings involved are of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction, requirements must be made and needed noise insulation features included in the design

Clearly Unacceptable – New construction or development should not be undertaken

The City of Lynwood Noise Code (Section 3-12) is consistent with Title 24 of the California Code of Regulations. The Noise Code establishes noise standards for specific land uses and limits for exterior, interior, and ambient sound levels to preserve a safe and healthy living environment and mitigate noise conflicts. In addition, The Lynwood General Plan includes several policies to protect people living, working and visiting the community from exposure to excessive noise.

The City also provides implementation measures, shown in **Table 13-2** below.

Table 13-2 – Noise Implementation Measures

Implementation Measure	Policy Implemented	Responsible Party	Timeframe
1.0 – Areas within the City where noise levels exceed 65 dBA CNEL shall be used as a guide to future land use considerations within the Planning Area.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Department	Development Review
2.0 – The City shall require sound attenuation features such as walls, berming, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Department Building Department	Development Review Ongoing
3.0 – The City shall require the project applicant to prepare an acoustical analysis for development proposals containing sensitive noise receptors (such as residential uses) within noise-impacted areas or in areas that contain	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Department	Development Review

a known or proposed noise generator. A study shall also be required if a noise generator has the potential to impact existing sensitive land uses. The appropriate time to require an acoustical analysis is during the environmental review process when mitigation can be developed to lessen noise impacts and incorporated into the project design. Acoustical analysis shall: • **Be prepared by an individual who is experienced in the preparation of acoustical analyses** • **Include an explanation of the methodology used in sampling of existing noise levels** • **Include an estimate of the projected noise levels as a result of the proposed project or the projected levels of noise to which the proposed project will be subjected**			
4.0 – Where attenuation for excessive noise is necessary, the City shall require alternatives to walls such as open space, earthen berms, landscaping, and locating parking and buildings between the noise generator and sensitive receptors.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Department	Development Review
5.0 – In areas where sound walls are to be used, the City shall require that sound walls be designed and located to lessen the impact of noise bounce-back.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Department	Development Review
6.0 – Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction shall occur on Sundays or national holidays without a special permit.	NOI-1.6	Community Development Department Public Services Department	Ongoing Construction Monitoring
7.0 – Construction staging areas, water tanks, and other support areas shall be located as far from residential and other sensitive receptors as possible. These use areas shall be noted on a project plan submitted with the grading plan.	NOI-1.6	Community Development Department Public Services Department	Ongoing Construction Monitoring

Ambient Base Noise Level

Ambient noise shall mean all-encompassing noise associated with a given environment, usually a composite of sounds from many sources, averaged over a period of 15 minutes at the location and time of day near that at which a comparison is to be made. The following **Table 13-3** describes Lynwood Municipal Code guidelines for acceptable ambient noise levels by zoning district.

Table 13-3 – Ambient Noise Level Standards

Zone	Day (7:00 a.m.-7:00 p.m.)	Evening (&:00 p.m.-10:00 p.m.)	Night (10:00 p.m.-7:00 a.m.)
R-1 and R-2	60	60	60
R-3	60	60	55
Commercial	65	65	60
Manufacturing	75	75	75
Zoning district codes: **R-1: Single-family residential** **R-2: Townhouse, cluster, and two-family residential** **R-3: Multi-family residential**			

Exterior Sound Level Limits

Chapter XXV of the Lynwood Municipal Code establishes that it is unlawful to generate noise that exceeds exterior noise standards by any of the following for the applicable land use category, without a variance granted by the City.

- Up to 3 decibels for more than 30 cumulative minutes per hour;
- Plus 5 decibels for more than 5 cumulative minutes per hour;
- Plus 10 decibels for more than 3 cumulative minutes per hour;
- Plus 15 decibels for more than 1 cumulative minute per hour; or,
- Plus 20 decibels for any period of time.

In addition, except as provided in the City Municipal Code, the following noise sources are exempt from standards of the Municipal Code:

- Motor vehicles subject to regulation under the California Vehicle Code; and,
- Emergency equipment, vehicles, and devices.

The Lynwood Municipal Code provides that the following exterior noise levels indicated in **Table 13-4** shall apply to all receptor properties within a designated noise zone, unless otherwise provided for in the Municipal Code.

Table 13-4 – Exterior Noise Standards

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (db)
I	Noise-Sensitive Area	Anytime	45

II	Residential Properties	10:00 p.m.-7:00 a.m. (nighttime)	45
		7:00 a.m.-10:00 p.m. (daytime)	50
III	Commercial Properties	10:00 p.m.-7:00 a.m. (nighttime)	55
		7:00 a.m.-10:00 p.m. (daytime)	
IV	Industrial Properties	Anytime	70

Interior Sound Level Limits

The Los Angeles County Noise Control Ordinance provides guidance for sources of indoor sound by land use category and establishes standards as described in **Table 13-5** below. The County Noise Control Ordinance prohibits sources of indoor sound, when measured inside another dwelling unit, school, or hospital, to exceed the following:

- Up to 5 decibels for more than 5 cumulative minutes per hour;
- Plus 5 decibels for more than 1 cumulative minute per hour;
- Plus 10 decibels for any period of time.

Table 13-5 – Interior Noise Standards

Noise	Designated Land use	Time Interval	Allowable Interior Noise Level (dB)
All	Multi-family	10:00 p.m.-7:00 a.m.	40
	Residential	7:00 a.m.-10:00 p.m.	45

General Noise Regulations

The City of Lynwood policy is to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. The City Municipal Code provides the following exemptions:

- Emergency work;
- Lawfully conducted parades or carnivals;
- Aircraft flight operations;
- Bells and chimes while being used in conjunction with religious services; and,
- Systems used to warn the community of attack or imminent public danger.

The noise standards shall apply to land uses Citywide and shall be used to define acceptable and unacceptable noise levels. Construction activities that generate noise must not take place between &;00 p.m. and 7:00 a.m. on weekdays, or at any time on Sundays of Federal holidays.
General Noise Regulations

Ambient sounds in the urban environment generally range from 30dBA (very quiet) to 100 dBA (very loud), as indicated in the following **Table 13-6**.

Table 13-6 – Typical Sound Levels

Common Outdoor Activities	A-Weighted Sound Level in Decibels (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 Feet	105	
Gas Lawnmower at 3 Feet	100	Inside Subway Train
	95	
Noisy Urban Area (Daytime)	90	Food Blender at 3 Feet Garbage Disposal at 5 Feet
Diesel Truck (50 mph at 50 Feet)	80	Shouting at 3 Feet Garbage Disposal at 3 Feet
	75	
Gas Lawnmower at 100 Feet	70	Vacuum Cleaner at 10 Feet
Commercial Area	65	Normal Speech at 3 Feet
Heavy Traffic at 300 Feet	60	Large Business Office
	55	
Quiet Urban Area (Daytime)	50	Dishwasher in Next Room
	45	
Quiet Urban Area (Nighttime)	40	Theater, Large Conference Room, Library
Quiet Suburban Area During Nighttime	35	
	30	Library
	20	Sound Studio
	15	Broadcast/Recording Studio
	10	
	5	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

The average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels; a change of 5 dBA is readily perceptible; and, an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decrease or drops off at a rate of 6 dBA for each doubling of distance. Traffic noise is not a single, stationary point source of sound. Rather, movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dBA for each doubling of distance.

The City of Lynwood General Plan Noise Element contains a goal, policies and implementation measures designed to control noise and to promote compatibility of land uses with respect to noise. Although the Noise Element does not explicitly establish exterior noise standards, it does reference noise and land use compatibility standards developed by the Office of Noise Control. These standards define noise exposure for various land uses that are considered acceptable or unacceptable. An acceptable noise environment is one in which development may be permitted without requiring specific noise studies or specific noise-reducing features. A conditionally

acceptable noise environment is one in which development should be permitted only after noise mitigation has been designed as part of a Project to reduce noise exposure to acceptable levels. In unacceptable noise environments, development generally should not be undertaken. Normally acceptable noise levels are 60 dBA for multi-family residential uses and 70 dBA for commercial areas.

Vibration

Ground borne vibration in environmental analysis consists of oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation comprises the vibration frequency, described in terms of hertz (Hz). Frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most ground borne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of approximately 200 Hz.

In general, people are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction sites, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components also can take the form of an audible low-frequency rumbling noise, referred to as ground borne noise. Ground borne noise usually is only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (0-200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source. Although ground borne vibration is sometimes noticeable in outdoor environments, it also never is annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes usually are expressed in peak particle velocity (PPV) or RMS vibration velocity. PPV and RMS velocity normally are described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV often is used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.

Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The Caltrans Transportation and Construction Vibration Guidance Manual identifies two impact criteria for buildings and humans from transient and continuous/frequent sources. This information is summarized in **Table 13-7** and in **Table 13-8**.

Table 13-7 – Vibration Damage Potential

	Maximum PPV (inches/second)	
Building Type	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and some old buildings	0.5	0.24
Other residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. PPV = peak particle velocity; inches/second		

Table 13-8 – Vibration Annoyance Potential

	Maximum PPV (inches/second)	
Human Response	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Severe/Disturbing	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. PPV – peak particle velocity; inches/second		

Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, and parks are sensitive noise receptors. Vibration-sensitive receivers, which are similar to noise-sensitive receptors, include residences and institutional uses, such as schools, churches, and hospitals. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment affected by vibration levels that may be well below those associated with human annoyance.

Noise Setting

The principal sources of noise in Lynwood are motor vehicles traveling on area roads and highways, aircraft activities, train operations, and commercial/industrial operations. The primary noise-generating factors within Lynwood transportation facilities such as Interstate-105 and Interstate-710. Arterial roadways also are significant noise generators. Also, the four rail lines that run along Alameda Street along the western boundary of Lynwood and the Metro Green Line that runs on elevated tacks along Interstate-105 are significant noise generators.

Aircraft approaching Los Angeles International Airport (LAX) are the primary source of aircraft noise in Lynwood because flight paths from LAX fly over the City. Noise generated by these aircrafts is regulated by the Federal Aviation Administration rather than under the jurisdiction of the City. Lynwood is outside the 55 dBA CNEL noise contours for both the Compton/Woodley Airport and Hawthorne Municipal Airport.

In addition, many uses in industrial areas of the City generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps, and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, childcare centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas of the City.

The following **Table 13-9** provides calculated noise contour distances for existing traffic on existing arterial roadways in Lynwood. In most cases, the 0-dBA contour remains within the roadway or right-of-way for the arterial streets. The only major exceptions are Interstate-105 and Intestate-710.

Table 13-9 – Future CNEL Contour Spreadsheet

Street Name	Location	2020 ADT Estimate	70b CNEL	65 CNEL	60 CNEL	CNEL 100
Abbott Road	W/O Cornish	13,237	32	68	147	63
Abbott Road	W/O Fracar	11,545	23	48	102	61
Abbott Road	W/O Pine	12,504	25	50	106	
Abbott Road	W/O San Juan	10,667	22	47	101	60
Alameda Street	S/O Imperial	22,195	44	96	206	65
Alameda Street	S/O 103rd	29,620	54	115210	65	
Alameda Street	S/O 110th	27,264	75	165	326	68
Alameda Street	SO/ 115th	28,532	51	10	238	66
Atlantic Avenue	S/Josephine	21,116	43	65	204	65
Atlantic Avenue	S/O Walnut	20,145	42	63	200	64
Atlantic Avenue	S/O Pendleton	19,484	40	61	87	64
Atlantic Avenue	S/O Sanborn	18,425	39	84	180	64
Atlantic Avenue	S/O Lavina	22,160	44	96	206	65
Atlantic Avenue	S/O Las Flores	18,998	39	84	180	64
Atlantic Avenue	S/O Brewester	20,240	44	96	206	65
Bullis Road	N/O Euclid	7,449	10	43	392	34
Bullis Road	N/O Le Sage	8,659	20	44	94	35
Bullis Road	N/O Louise	11,239	23	48	102	61

Bullis Road	N/O MLK	8,158	20	44	94	35
Bullis Road	N/O Virginia	11,076	23	48	102	61
Bullis Road	N/O Walnut	10,780	22	47	101	60
California Avenue	S/O Alma	10,452	21	46	100	60
California Avenue	S/O Beechwood	6,365	6	60	120	61
Carlin Avenue	W/O Bradfield	6,834	8	66	128	61
Carlin Avenue	W/O Millrace	3,830		34	59	59
Carlin Avenue	W/O Waldorf	8,304	18	39	83	59
Imperial Highway	W/O Atlantic	28,838	52	112	241	66
Imperial Highway	W/O Elm	27,251	51	111	238	66
Imperial Highway	W/O Fernwood	25,581	47	102	220	65
Imperial Highway	E/O Los Flores	26,496	48	104	225	65
Imperial Highway	E/O Peach	30,576	54	117	252	66
Imperial Highway	W/O Standard	27,680	51	111	238	66
Imperial Highway	E/O State	28,010	52	12	241	66
Imperial Highway	E/O Stockwell	25,656	47	102	220	65
Imperial Highway	E/O Watts	27,787	51	111	238	66
Long Beach Boulevard	N/O Alma	34,355	58	125	272	66
Long Beach Boulevard	N/O Josephine	38,419	63	135	2912	67
Long Beach Boulevard	N/O Los Flores	36,192	59	127	275	66
Long Beach Boulevard	N/O Palm	26,484	51	111	238	66
Long Beach Boulevard	N/O Sanborn	51,759	80	175	378	69
Long Beach Boulevard	N/O Seminole	32,910	55	121	258	66
Long Beach Boulevard	N/O Wisconsin	28,524	52	112	241	66
M. L. King Jr. Boulevard	E/O Benwell	16,478	29	62	134	62
M. L. King Jr. Boulevard	E/O Brenton	14,357	33	70	154	63

M. L. King Jr. Boulevard	E/O C. Chavez	12,294	25	50	106	62
M. L. King Jr. Boulevard	E/O Elisabeth	17,230	39	84	180	64
M. L. King Jr. Boulevard	E/O Elm	12,411	25	50	106	62
M. L. King Jr. Boulevard	E/O Louise	8,110	18	39	83	59
M. L. King Jr. Boulevard	E/O Pope	8,859	21	95	96	60
State Street	N/O Banning	10,612	22	47	101	60
State Street	N/O Beechwood	11,362	23	48	102	61
State Street	N/O Carlin	12,871	25	50	106	62
State Street	N/O Michigan	14,191	32	69	149	63
State Street	N/O Virginia	10,868	22	47	101	60
Wright Road	N/O Beechwood	2,498		6	73	58
Interstate-710	(Without Barrier)	253,000	479	1,032	2,224	80
Interstate-105	(With Barrier)	256,300	251	1,145	1,145	76

Thresholds for Analysis

Significance Thresholds

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. If the existing noise environment is quiet and the new noise source greatly increases noise exposure, even though a criterion level might not be exceeded, some impact may occur. Lacking adopted standards fo revaluating such impacts, general considerations for community noise environments are that a change of over 5 dBA is readily noticeable when the existing noise level is less than 60 dBA and, therefore, is considered a significant impact. Increases in the ambient noise level between 3 dBA and 5 dBA are noticed when existing noise levels are between 60 dBA and 65 dBA. A significant impact would occur under these conditions. Changes in community noise levels greater than 1.5 dBA are noticeable when the existing noise level is greater than 65 dBA; therefore, a significant impact would occur.

Construction (Short-Term) Noise

The Lynwood Municipal Code allows for construction activities that generate noise to occur between 7:00 a.m. to 7:00 p.m., Monday through Saturday. Construction noise is not allowed on Sundays or Federal holidays unless the City of Lynwood grants a variance. The 2021-2029 Housing Element indicates the City would require each project to implement Mitigation

Measures that address construction-related noise to minimize impacts to surrounding sensitive receptors.

At residential structures, the following **Table 13-10** describes maximum noise levels for non-scheduled, intermittent, short-term operation (less than 10 days) of mobile equipment.

Table 13-10 – Noise Standards for Mobile Equipment

	Single-Family Residential	Multi-Family Residential	Semi-Residential/Commercial
Daily, except Sundays and legal holidays, 7:00 a.m.-8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m.-7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

The following **Table 13-11** presents maximum noise levels for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment.

Table 13-11 – Stationary Equipment Standards

	Single-Family Residential	Multi-Family Residential	Semi-Residential/Commercial
Daily, except Sundays and legal holidays, 7:00 a.m.-8:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8:00 p.m.-7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

The peak range of 55dBA to 85 dBA at a distance of 50 feet.

There are no standardized State or Federal regulatory standards developed for assessing construction noise impacts. However, the Federal Transit Administration has developed and published a guideline criterion considered to be reasonable to assess noise impacts from construction operations. The Administration's noise criteria relevant to the 2021-2029 Housing Element is presented in the following **Table 13-12**.

Table 13-12 – Federal Transit Administration Construction Noise Criteria

			30-Day Average Ldn (dB) or Leq (dBA)
	80 Hour (dBA L_{eq})		
Land Use	**Day**	**Night**	
Residential	**80**	**70**	**75**
	1-Hour (dBA L_{eq})		
Residential	**90**	**80**	

Construction Vibration

The Caltrans Transportation and Construction Vibration Guidance Manual (2020) is used to evaluate potential construction vibration impacts related to potential human annoyance and building damage. Construction vibration impact would be significant if vibration levels exceed 1.0 inches/second PPV (transient sources) and 0.5 inches/second PPV (continuous/frequent intermittent sources) for new residential structures, which are the limits where minor architectural damage may occur to each type of building. Also, construction vibration impacts would cause human annoyance at nearby receivers if vibration levels exceeded 0.25 inches/second PPV, which is the limit where vibration becomes distinctly perceptible from 0.04 inches/second PPV (barely perceptible) for transient sources, and 0.034 inches/second PPV (distinctly perceptible for continuous/frequent intermittent sources.

Ground Borne Vibration

The following **Table 13-13** presents typical vibration levels for various pieces of construction equipment used in assessment of construction vibration.

Table 13-13 – Typical Vibration Levels During Construction Activities

Equipment	Inches/Second PPV at 25 Feet	Velocity Decibels (VdB) at 25 Feet
Large Dozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Dozer	0.003	58

Would the project result in --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 local general plan or noise ordinance, or applicable standards of other agencies?			**X**	

b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) For a project 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?				**X**

Discussion of Checklist Answers

a) **Less Than Significant Impact**

The City of Lynwood would require each project to implement the 2021-2029 Housing Element Policies and Policy Actions, as well as Mitigation Measures, that address construction-related noise to minimize impacts to surrounding sensitive receptors. Additional Mitigation also may be required through the environmental process.

To ensure that future development projects implement appropriate construction noise controls, the City of Lynwood requires development projects that are subject to discretionary review to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, but are not limited to, the following:

- Construction management techniques (e.g., providing advance notice of construction activities to nearby noise-sensitive receptors, siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or building, monitoring construction;
- Construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators);
- Use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary;
- Preparation of a plan, procedures, or other mechanism to receive track, respond, and resolve construction noise complaints, including designation of an on-site appointee to handle such complaints, and report back to City staff;
- Require monitoring construction noise levels if complaints are received to verify the need for additional noise controls.

Based on FHWA guidance, a significant impact would occur if project-generated construction noise exceeds 85 dBA L_{eq} noise limit during the day and 80 dBA L_{eq} noise limit during the night at the nearest residences. Similarly, FTA guidance allow for a 90 dBA L_{eq} (1 hour) noise limit during the day and 80 dBA L_{eq} (1 hour) noise limit during the night, and an 80 dBA L_{eq} (8 hour) noise limit during the day and 70 dBA L_{eq} (8 hour) noise limit during the night at the nearest receptor.

Noise levels associated with Project-enabled grading and construction would be substantially higher than ambient noise levels. The Lynwood Noise Ordinance mandates that no construction activities will occur between 10:00 p.m. and 7:00 a.m. Prior to implementation of any of the contemplated residential development of the 2021-2029 Housing Element, an analysis of potential environmental impact may be required. However, any proposed construction within Lynwood would be required to meet City Noise Ordinance mandates. Therefore, the resultant impact level is considered to be less than significant.

b) **Less Than Significant Impact**

Certain types of construction equipment can generate high levels of ground borne vibration. Typically, construction activities potentially would utilize various pieces of heavy Equipment. Vibration impacts are assessed based on distance from the location of vibration-intensive construction activities to the nearest sensitive receiver. Prior to implementation of any residential project contemplated by the 2021-2029 Housing Element, an analysis of potential environmental impact may be required. However, any proposed construction within Lynwood would be required to meet City Noise/Vibration ordinance mandates. Therefore, the resultant level of impact is considered to be less than significant.

2021-2029 related construction would be temporary and performed within compliance of City of Lynwood ordinances. In addition, many uses in non-residential areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fir stations, commercial mechanical equipment, childcare centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood. However, any proposed construction within Lynwood would be required to meet City Noise Ordinance requirements. However, any proposed construction within Lynwood contemplated by the 2021-2029 Housing Element would be required to meet City Noise Ordinance mandates. Implementation of development associated with the 2021-2029 would not create a substantial permanent increase in ambient noise levels in the vicinity of development above levels existing without the development. The resultant level of impact would be less than significant.

In addition, development of residential uses contemplated in the 2021-2029 Housing Element potentially would create a substantial temporary or periodic increase in ambient noise levels in the vicinity of development above levels without the development. Construction and operation would be performed in compliance with City of Lynwood ordinances. Prior to implementation of any of the contemplated development, an analysis of potential environmental impact may be required. The resultant level of impact would be less than significant.

c) **No Impact**

The City of Lynwood is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport or within the vicinity of a private airstrip. A major source of excessive noise is airports. Title 21 of the California Code of Regulations establishes the maximum acceptable level of aircraft noise in proximity to residences, schools, hospitals, and places of assembly at 65 dB CNEL. Aircraft approaching Los Angeles International Airport (LAX) are the primary

source of aircraft noise in Lynwood because flight paths from LAX pass over the City. The Federal Aviation Administration regulates noise generated by these aircraft; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne Municipal Airport are the nearest municipal facilities, located approximately 5.5 miles and 7.5 miles west of the City of Lynwood. Although aircraft-generated noise from these facilities would be audible from the majority of potential development sites identified in the 2021-2029 Housing Element, the development sites are outside the 55 dBA CNEL for both airports. Therefore, no impact would result from development of contemplated housing.

Mitigation Measures

No Mitigation Measures are required.

XIV. POPULATION AND HOUSING

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Demographic Setting

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

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

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

The existing Plaza Mexico shopping center is a major employment and shopping area for the Project vicinity. Much of the overall Lynwood Transit Area Specific Plan area does not support substantial housing, but does support retail and manufacturing businesses that provide employment opportunities for surrounding residents.

Regulatory Setting

California State Government Code Section 65583

This Government Code Section mandates cities and counties take deliberate action to relieve patterns of segregation and foster inclusive communities. Housing Elements are required to include the following:

- Inclusive and Equitable Outreach – Housing elements must take diligent effort to equitably include all community stakeholders in the Housing Element participation process.
- Fair Housing Assessment – All housing elements must include an assessment of fair housing that includes an analysis of the following fair housings issues: integration and segregation patterns and trends; racially or ethnically concentrated areas of poverty;

disparities in access to opportunity; and, disproportionate housing needs including displacement risk.

- Analysis of Sites Inventory – Local jurisdictions must evaluate and address how particular sites available for housing development will meet needs of households at all income levels. The housing elements must analyze and conclude whether identified sites improve or exacerbate conditions for fair housing.
- Identification of Contributing Factors – Based on findings from the previous three steps, housing elements must identify, evaluate, and prioritize contributing factors related to fair housing issues.
- Priorities, Goals, and Actions to Affirmatively Further Fair Housing – Local jurisdictions must adopt fair housing goals and actions that are significant, meaningful, and sufficient to overcome identified patterns of segregation and affirmatively further fair housing. The housing element should include metrics and milestones for evaluating progress and fair housing results.

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

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

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

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

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

City of Lynwood 2014-2021 Housing Element

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

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

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

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

Lynwood Transit Area Specific Plan

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

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

community. A diverse mix of ownership and rental housing, and market-rate, affordable, and workforce housing should be maintained

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

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

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

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

State-Established Income Categories

California State law establishes the following five income categories for purposes of housing programs, based on (in the case of Lynwood) Los Angeles County median income.

- Extremely Low-Income (30% or less of the average median income);
- Very Low-Income (31%-50% of average median income);
- Low-Income (51%-80% of average median income);
- Moderate Income (81%-120% of average median income); and,
- Above Moderate Income (more than 120% of average median income).

There are 8,930 renter households in Lynwood, of which 62.8% spend more than 30% of their gross income on housing and 31.7% spend more than 50% of their gross income on housing.

2021-2029 Housing Element (6th Cycle)

The 2021-2029 Housing Element contains an analysis of Lynwood's general population and housing characteristics and trends, such as age of residents, employment, household income, and special needs populations. In addition, characteristics of the existing housing stock (e.g., number of units and type, tenure, age, condition, and costs) are addressed in the 2021-2029 Housing Element. Population characteristics are as follows:

- Lynwood's population increased from 69,845 to an estimated 71,269 between years 2000 and 2020.
- Approximately 40.9% of Lynwood's renter-occupied households were overcrowded (characterized as housing more than 1.5 persons per room); 24.5% of owner-occupied households were characterized as overcrowded.
- Approximately 26.4% of Lynwood's households were within the Extremely Low-Income income category (defined as 30% or less of median income), with renters much more likely than owners to be in this income category.

In 2020, Lynwood's housing stock numbered approximately 15,571 units, of which approximately 61.7% were single-family detached homes. Eighty-six (86) percent of Lynwood's housing stock was constructed prior to 1980. This suggests there may be a need for maintenance and rehabilitation, including remediation of lead-based paint, for a substantial number of housing units.

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	
b) Displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?				**X**

Discussion of Checklist Answers

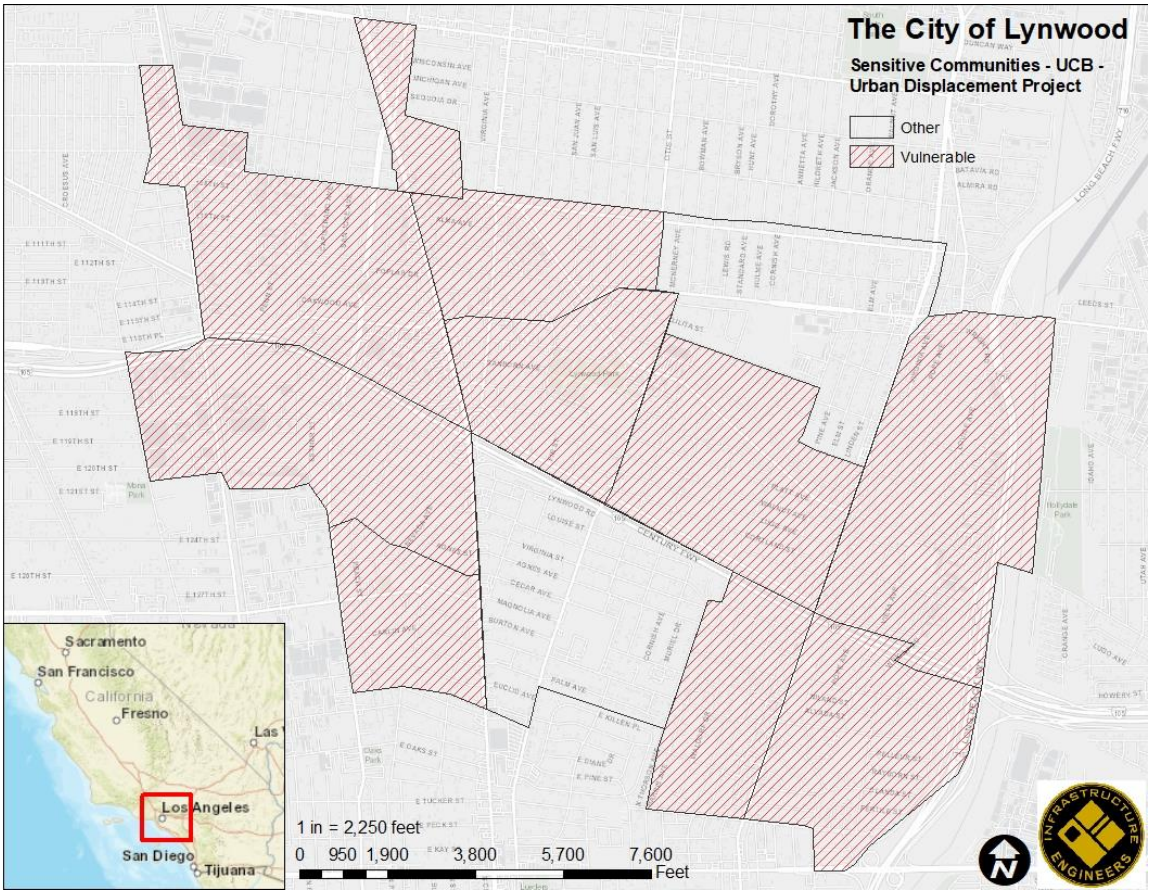
a) **Less Than Significant Impact**

Approximately 40.9% of renter-occupied households and 24.5% of owner-occupied households in Lynwood were "overcrowded" (housing more than 1.5 persons per room). Overcrowding leads to substandard housing and risk of displacement. The vast majority of Lynwood's residents are vulnerable to being displaced. **Figure 14-1** displays the various communities vulnerable to displacement.

The greatest potential for future residential development in Lynwood is along Long Beach Boulevard within the Long Beach Boulevard Specific Plan study area. The Specific Plan allows existing residential and commercial areas to be converted to mixed-use development, thereby creating additional opportunities for new housing. In total, 1,558 new housing units are Lynwood's assigned Regional Housing Needs Allocation (RHNA). The Housing Element sites inventory identified 2,628 potential sites in distributed income categories, as follows:

- Very Low Income – 377 RHNA; 456 sites identified
- Low Income – 138 RHNA; 567 sites identified
- Moderate Income – 235 RHNA; 391 sites identified
- Above Moderate Income – 807 RHNA; 1,214 sites identified

Figure 14-1- Sensitive Communities



There are more than enough existing sites to meet the 6th Cycle RHNA for Lynwood. The low-income and very low-income sites are all located within the mixed-use areas of the Long Beach Boulevard Specific Plan and are distributed among moderate-income and above moderate-income units so as not to produce heavy concentrations of low-income development. Proximity to transit (metro line and bus stops), access to other pubic and community resources such as grocery stores, hospitals, medical clinics, schools, parks and churches were important factors in determining where to locate low-income housing. Areas with greater opportunity for employment (retail, commercial, and mixed-use areas) also were prioritized for low-income developments. Areas within existing concentrations of poverty, such as the northern area of Lynwood, were allocated little to no new low-income development, with the goal of preventing further exacerbation of current conditions.

Development of the assigned RHNA would enable and encourage population and housing growth in the Long Beach Boulevard Specific Plan study area. Based on the existing 4.55 persons per household ratio in Lynwood, it is expected that development according to the City's assigned RHNA would result in an increase of 7,089 persons, which would equate to an approximate 10% population increase to the Lynwood population. An increase of 1,558 residential units would equate to a 10 percent increase in the number of dwelling units in Lynwood.

The development parameters would exceed the Southern California Association of Governments growth projections. However, the growth would be consistent with local and regional development goals and policies. The forecasted growth represents the most likely growth scenario, considering a combination of recent and past trends, reasonable key technical assumptions, and local or regional growth policies. The projections are not necessarily intended to encourage or discourage growth; rather, they allow communities to anticipate growth so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. Thereby, growth that exceeds the projections does not necessarily represent substantial population growth, assuming the growth can be accommodated in its proposed location and is consistent with local and regional development goals and policies.

Therefore, the resultant impact would be less than significant.

b) **No Impact**

The 2021-2029 Housing Element contains a Housing Action Plan with nineteen (19) Housing Programs applicable to the five primary Goals and related Policies within the Housing Element. Those Goals are the following:

- Preserve and Improve Existing Housing – A significant portion of the housing stock in Lynwood is more than 30 years old, the age when most homes begin to require major rehabilitation improvements. By identifying older residential neighborhoods subject to potential housing rehabilitation, Lynwood has taken a proactive approach to maintaining the quality of the City's housing stock. The 2021-2029 Housing Element focuses particular neighborhoods as evidencing physical problem conditions that can be targeted for City housing improvement financial assistance. This would lessen the need for replacement housing.
- Encourage a Variety of Housing Types to Meet the Needs of City Residents – The City of Lynwood participates in the Mortgage Credit Certificate Program to enable more households to attain home ownership. Lynwood also is supportive of development of Accessory Dwelling Units (as specified by California State law), mixed-use, and multi-family housing to meet needs of the City's increasing senior population, and is supportive of development of multi-family rental housing for lower-income households including working families and college students. Implementation of proposed Housing Programs focused to this overall Housing Element Goal will lessen the potential for displacement of substantial numbers of people or housing.
- Provide Housing Assistance Where Needed, Whenever Feasible – Provision of adequate sites for all types, sizes and housing prices is a major element in meeting housing needs of all segments of the Lynwood community. This is accomplished in this 2021-2029 Housing Element, as well as in the City General Plan, Development Code, and specific plans. Implementation of proposed Housing Programs pertaining to this overall Housing Element Goal will ensure there will be no substantial displacement of persons or housing in Lynwood.
- Remove Governmental Constraints to the Development of New Housing Opportunities – The 2021-2029 Housing Element addresses and recommends Programs focused to, where legally possible, removal of City governmental constraints that affect maintenance, improvement, and development of housing.

- Promote Equal Housing Opportunities – The City of Lynwood promotes housing opportunities for all persons regardless of race, ethnicity, religion, gender family size, marital status, ancestry, national origin, color, age, or physical disability to adequately meet housing needs of all segments of the Lynwood community.

Development of housing according to that indicated in the 2021-2029 Housing Element would not result in displacement of people or housing. Therefore, no impact would result.

XV. PUBLIC SERVICES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; City of Lynwood Long Beach Boulevard Specific Plan; and, the 2021-2029 Lynwood Housing Element.

Setting

Fire and Emergency Services

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

Police Services

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

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

Schools

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

Libraries

The Los Angeles Public Library System serves the City of Lynwood. The Lynwood Library is located at 11320 Bullis Road, in the Lynwood Civic Center. Although the Lynwood General Plan calls for a standard of 0.5 square feet of library space per capita, the Lynwood Library has 0.17 square feet per capita. However, the Lynwood Community Development Department conducts

ongoing programs to promote library usage, modernize and improve library facilities, support literacy programs, mobile book services and other library outreach programs.

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire Protection?			**X**	
ii) Police Protection?			**X**	
iii) Schools?			**X**	
iv) Parks?			**X**	
v) Other public facilities?			**X**	

Discussion of Checklist Answers

a) **Less Than Significant Impact**

Development of the 1,558 RHNA-specified dwelling units could add approximately 7,089 residents to Lynwood, calculated at the current persons per household ratio of 4.55. However, in reality the residential units in some cases would be sufficiently small in area to result in fewer persons per household. Development of the total number of RHNA units would increase the demand for fire protection and emergency services on an incremental basis.

The City does not currently asses a Fire Impact Fee for new projects. The two existing fire stations are adequate for current City needs and do not require replacement at this time. Should the Los Angeles County Fire Department and the City of Lynwood determine additional facilities are necessary to provide fire protection services to the additional dwelling units indicated in the 2021-2029 Housing Element, the facilities could be located within the City. Potential demand for additional personnel, equipment and operational costs generated by development of the dwelling units would be funded and offset through increased tax revenue generated from the new development. The City's contract with the Los Angeles County Fire Department would ensure adequate facilities are available to

accommodate added residential development. Therefore, the resultant impact would be less than significant.

b) **Less Than Significant Impact**

Development of the 1,558 RHNA-specified dwelling units could add as many as 7,089 residents to Lynwood, calculated at the current persons per household ratio of 4.55. However, in reality the residential units in some cases would be sufficiently small in area to result in fewer persons per household. Development of the total number of RHNA units would increase the demand for law enforcement services on an incremental basis.

The potential demand for additional personnel, equipment and operational costs generated by development of the 1,558 dwelling units would be funded and offset through increased tax revenue generated from the new development. Furthermore, the City of Lynwood has established a public facilities development impact fee to be imposed on all new development or development projects for which a development permit is issued. The impact fee can be utilized to offset impacts to law enforcement services. The residential development will be required to comply with impact fee requirements in effect at time of building permit issuance. Therefore, the resultant impact would be less than significant.

c) **Less Than Significant Impact**

Development of 1,558 dwelling units would add approximately 1,091 students, calculated at the Lynwood Unified School District's student generation rate of 0.7 students per unit for all housing types. The added student population would be distributed throughout the schools that serve the City, depending on grade level and location. As part of any future development proposal, the developer would be required to pay an in-lieu school impact fee. In accordance with Section 65995(h) of the California Government Code, the payment of statutory fees ". . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, the resultant impact to school facilities would be less than significant.

d) **Less Than Significant Impact**

Development of 1,558 dwelling units would increase the service population of the Lynwood Public Library. However, because adequate capacity at existing libraries within the City of Lynwood and in adjacent communities (Compton, South Gate and Los Angeles) exists to serve Lynwood residents, the resultant impacts to libraries would be less than significant.

e) **Less Than Significant Impact**

Impacts to park facilities are discussed in Section XVI (Recreation), but are considered to be less than significant.

XVI. RECREATION

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; City of Lynwood Long Beach Boulevard Specific Plan; and, the 2021-2029 Lynwood Housing Element.

Setting

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		**X**		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Discussion of Checklist Answers

a) **Less Than Significant Impact with Mitigation Incorporated**

Build out of the assigned RHNA would enable and encourage population and housing growth in the Long Beach Boulevard Specific Plan study area. Based on the existing 4.55 persons per household ratio in Lynwood, it is expected that development according to the City's assigned RHNA could result in an increase of as many as 7,089 persons, which would equate to an approximate 10% population increase to the Lynwood population. An increase of 1,558 residential units would equate to a 10 percent increase in the number of dwelling units in Lynwood.

As a result, the park acreage deficit in Lynwood would increase by approximately 21.3 acres. However, in reality a portion of the residential units in some cases would be

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

b) **Less Than Significant Impact**

Refer to a) above.

Mitigation Measures

MM-REC-1 – Future Applicants/Developers shall pay the appropriate parkland impact fees levied by the City of Lynwood in effect at the time of issuance of building permits, to the City's Parks and Recreation department or dedicate their pro-rata share of parkland to the City's Parks and Recreation Department. If fees are paid, they shall be used for development of additional parks in order to help meet the City's desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet the City's desired parkland standards of three acres per 1,000 residents. Applicants/Developers shall pay all fees or dedicate parkland prior to approval of planning entitlements or building permits for each development project under the 2021-2029 Housing Element. The Parks and Recreation Department shall verify payment of park impact mitigation fees or land dedication. Payment of applicable State mandated school impact fees also must be collected at time of building permit issuance.

MM-REC-2 – Applicants/Developers of units contemplated in the 2021-2029 Housing Element will be required to participate in the City of Lynwood Community Facilities District requirements in a manner meeting the approval of the Director of Development Services.

XVII. TRANSPORTATION AND TRAFFIC

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; the City of Lynwood Long Beach Boulevard Specific Plan; the 2021-2029 Housing Element.; and Infrastructure Engineers, "Lynwood Housing Element Update Traffic Impact Analysis," (September 17, 2021).

Setting

The City of Lynwood incorporated in 1921. Lynwood is one of the Gateway Cities in the County of Los Angeles. Lynwood is located approximately nine miles southwest of Downtown Los Angeles and is bordered by the City of Los Angeles to the west, Paramount to the east, South Gate to the north, and Compton to the south. The City is situated near the intersection of Interstate-710 and Interstate 105, and is southwest of the confluence between the Los Angeles River and the Rio Hondo Channel. The Alameda Corridor (a 20-mile freight rail "expressway") extends through the western portion of Lynwood and connects the ports of Los Angeles and Long Beach to the rest of Los Angeles, Orange County, Riverside County, and the Inland Empire. The regional setting and City location are depicted in Figures 1 and 2, respectively.

Lynwood is approximately 4.9 square miles in area and has a population of approximately 71,269. The dense City ethnic composition is 88% Hispanic/Latino, 8% Non-Hispanic Black, 2.2% Non-Hispanic White, and 0.9% Non-Hispanic Asian.

Lynwood has limited opportunities for easily buildable land. The City is largely developed and most remaining land is comprised of small lots, near freeways, or parcels historically used for industrial use that may require environmental clean-up and may constrain development of homes for lower income households. According to the Lynwood General Plan, single-family and multi-family uses occupy 41.7 percent of the City's land area and 33.2 percent of the City's land area is used as roadways and highways. The majority of future residential growth in Lynwood will occur via infill development, adaptive reuse development, and increased density near transit corridors.

Lynwood's Housing Element consists of the following major components:

- A geographic and historic description of the City of Lynwood to provide community context;
- An analysis of Lynwood's demographic, economic, and housing characteristics and trends;
- An evaluation of land, financial, and administrative resources and energy conservation opportunities available to address housing issues;
- A review of potential governmental, market, and environmental constraints to meeting Lynwood's identified housing needs;
- The Housing Action Plan that contains goals, policies, and programs for the 2021-2029 planning period;
- A review of Lynwood's accomplishments during the 2014-2021 planning period; and,
- A detailed inventory of suitable sites for housing development.

The City of Lynwood provided residents, business owners and interest groups opportunities to participate in the Housing Element Update process. These individuals and groups proved to be valuable components of the overall Housing Element process and development. The City website, social media platforms, and email notifications were some of the techniques used to

notify and update the public throughout the Housing Element Update process. Community engagement occurred via virtual meetings and study sessions, where community members participated in the meetings by listening through a teleconference or viewing a livestream; submitting written comments via an e-comment service and e-mail; and, providing comments via teleconference.

The 2021-2029 Housing Element builds upon the other ten Lynwood General Plan Elements and is consistent with the General Plan goals, policies and implementation programs. As the General Plan is amended over time, the Housing Element will be reviewed for consistency with the General Plan.

Project Objectives

The following are the 2021-2029 Housing Element Objectives:

- Accommodate Regional Housing Needs;
- Housing for Persons with Special Needs;
- Maintain and improve existing housing;
- Plan for growth needs for all economic segments and housing types;
- Minimize constraints to housing development;
- Further fair housing; and,
- Improve and Facilitate Additional Housing

Regional access to the Project site is provided by Interstate-105 and Interstate-710. Interstate-105 is an east-west freeway extending from 100-300 feet from the Project site. Interstate-105 intersects over a number of cross streets within the City of Lynwood and within the vicinity of the Project site. The closest cross street is Imperial Highway, an east-west roadway bordering the Project site to the north/northwest. Interstate-105 is an east-west Freeway of the Project site. Interstate-105 has three general purpose lanes and one high-occupancy vehicle lane in each direction. Long Beach Boulevard is a north-south four and six lane arterial street with parking permitted on the northbound side of Interstate-105 interchange. The speed limit on Long Beach Boulevard is 35 miles per hour. State Street is a north-south four-lane arterial street with a raised median and parking permissible on both sides of the street within the Project vicinity. The State Street speed limit is 35 miles per hour. Imperial Highway is an east-west four-lane arterial street within the Project area and four to six lanes within the Lynwood City limits. The Imperial Highway speed limit is 35 miles per hour. Beechwood Avenue is an east-west two-lane roadway within the Project area. The Beechwood Avenue speed limit is 25 miles per hour.

Transit service in the City of Lynwood is comprised of fixed bus route service and rail service. The Los Angeles County Metropolitan Transportation Authority Green Line runs along the center median of the Century Freeway (Interstate-105) and includes a rail station at its interchange with Log Beach Boulevard. The Project site is served by two fixed transit routes (#120 and #612) than run on Imperial Highway. The Lynwood Trolley/Breeze also provides service through the City with the Purple, Red, Green and Blue Lines. The Blue Line runs on Imperial Highway and the Red Line runs on State Street and Imperial Highway within the Project area. The Long Beach Boulevard Metro Green Line Station is located one-half mile from the Project site.

Pedestrian circulation throughout the majority of the City is provided via sidewalks.

Existing Transportation/Traffic Conditions - Methodology

The Traffic Impact Analysis prepared for the 2021-2029 Housing Element assessed 32 key roadway segments to determine the existing performance of Lynwood's circulation network. The roadways are defined in the City General Plan Circulation Element as key arterial and collector roadways. The City's most recent Engineering and Traffic Study (E&TS) provided average daily traffic volumes (2106) for these street segments. The Traffic Impact Analysis increased Average Daily Traffic (ADT) volumes by a traffic growth factor of 1% annually to obtain ADT for 2021 conditions.

Street traffic capacities are based on their functional classification, number of lanes, and type of directional separation (i.e., divided or undivided) and are defined in terms of ADT volumes. The following capacity values are defined in the Lynwood General Plan Circulation Element.

- 6 lanes Divided, Arterial – 54,000 ADT
- 6 lanes, Undivided, Arterial – 36,000 ADT
- 4 lanes Divided, Arterial/Collector – 36,000 ADT
- 4 lanes Undivided, Arterial/Collector – 24,000 ADT
- 2 lanes Undivided, Collector – 15,000 ADT

Roadway Level of Service (LOS) refers to the measurement of roadway operations and performance of a street segment. This is quantitively determined from the segment traffic volume to segment traffic capacity ratio, known as V/C ratio. Six LOS (LOS A through LOS F) are used to define the performance of a street segment. An LOS A performance indicates a V/C ratio of 0.60 or less and reflects the best performance for the street segment. LOS E represents the capacity level of the roadway and the V/C ratio at the capacity level is 1.00. LOS F is assigned when the V/C ratio exceeds 1.00 and represents the worst performance. LOS B, C and D are defined for V/C ranges of 0.61-0.70, 0.71-0.80, and 0.81-0.90, respectively. The V/C range for LOS E is 0.91-1.00.

Although these LOS represent existing amounts of traffic traveling through a given intersection (absolute capacity), the conditions motorists experience deteriorate rapidly as traffic approaches absolute capacity. Under such conditions, traffic congestion and delay occur. The Lynwood General Plan Circulation Element Goal for street segment is LOS C. However, a street segment performing at LOS F is determined to be a deficient segment and Mitigation Measures are required to improve its LOS to an acceptable level.

Table 17-1 below indicates Level of Service definitions.

Table 17-1- Level of Service Definitions

LOS	DESCRIPTION
A	No approach phase is utilized fully by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This LOS represents stable operation, where an occasional approach phase is utilized fully, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This LOS still represents stable operating conditions. Occasionally, drivers must wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This LOS encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period. However, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of the LOS. It represents the most vehicles any intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This LOS describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed an d volume can drop to zero.

Infrastructure Engineers staff conducted a windshield survey of the study area street segments in June, 2021 to verify existing 2021 roadway geometrics, lane configuration, lane width, pavement conditions, vertical and horizontal curvatures, adjacent land uses, and posted speed limits. Following is a summary of the findings of the windshield survey.

- Atlantic Avenue southbound between the Northern City limits and Imperial Highway, has a wide right lane and faded striping.
- Bullis Road between Platt Avenue and the Southern City limits has faded striping and turn arrows; lanes are considerably narrow for northbound travel between Fernwood Avenue and Lugo Street.
- California Avenue northbound between Martin Luther King Jr. Boulevard and Platt Avenue has many potholes and cracked pavement.
- Imperial Highway is 6 lanes undivided between Mona Boulevard/Alameda Street; Imperial Highway at Philadelphia Was is 4 lanes divided.
- Imperial Highway between Long Beach Boulevard and Martin Luther King Jr. Boulevard has wide lanes.
- Long Beach Boulevard northbound right lane is blocked by City trash bins between Tweedy Boulevard and Interstate-105.
- Lynwood Road striping is fading between Alameda Street and Long Beach Boulevard/Lynwood Road; the street is newly paved between Monrovia Avenue and Lindbergh Avenue.

- Lynwood Road between Bulllis Road and Long Beach Boulevard has extremely narrow lanes (approximately 9-10 feet wide) with cars parked on both sides of the street, which makes it difficult for two cars to travel past each other at the same time; pavement is new and striping begins at Olive Street.
- Martin Luther King Jr. Boulevard between Alameda Street and California Avenue has a considerably wide westbound right lane.
- Martin Luther King Jr. Boulevard between Alameda Street and California Avenue has a considerably wide right lane with parking allowed.
- Norton Avenue lanes between Alameda Street and State Street are considerably narrow.
- Norton Avenue southbound lane between California Avenue and Imperial Highway is slightly wider than the northbound lane; parking is allowed on both sides of the street; road conditions are poor with cracks and some potholes in the southbound lane.
- Santa Fe Avenue pavement condition is poor and striping is fading between Martin Luther King Jr. Boulevard and Norton Avenue
- State Street between Tweedy Boulevard and Lynwood Road has 4 lanes divided by large medians and has 2 lanes divided between Lynwood Road and Cedar Avenue. The pavement is cracked with potholes between Century Boulevard and Tweedy Boulevard; the lanes are undivided (no raised median) between Long Beach Boulevard and Tweedy Boulevard.
- State Street southbound right lane between Cedar Avenue and the Southern City limits is considerably wide; the Street between Weber Street is reduced to two lanes.
- Wright Avenue has poor road conditions and cracked uneven pavement and potholes between Duncan Avenue and Fern Avenue.

The following **Table17-2** depicts results of the existing conditions analysis for Lynwood's key street segments and indicates most of the street segments are performing at acceptable LOS. However, segments on Imperial Highway (between Mona Boulevard and the Eastern City limit), Alameda Street (between 103rd Street and the Southern City limit), and Long Beach Boulevard (between Interstate-105 and the Southern City limit) are performing at deficient LOS under existing 2021 traffic conditions.

Table 17-2 - Existing (2021) LOS at Key Street Segments

Street	Segment	No. of Lanes	Classification	Capacity	2021 ADT	V/C Ratio	2021 LOS
Abbott Road	MLK Jr. Boulevard – Atlantic Avenue	4-U	Collector	24,000	13,625	0.57	A
Alameda Street	103rd Street – South City Limit	4-U	Arterial	24,000	33,508	1.40	F
Atlantic Avenue	North City Limit – Imperial Highway	4-D	Arterial	36,000	27,850	0.77	C
Atlantic Avenue	Imperial Highway – Fernwood Avenue	4-D	Arterial	36,000	21,8788	0.61	B
Atlantic Avenue	Fernwood Avenue – South City Limit	4-D	Arterial	36,000	22,290	0.62	B
Bullis Road	Imperial Highway – MLK Jr. Boulevard	3-U	Collector	19,500	12,724	0.65	B
Bullis Road	MLK Jr. Boulevard – Platt Avenue	4-D	Collector	36,000	12,831	0.36	A
Bullis Road	Platt Avenue – South City Limit	2-U	Collector	15,000	7,828	0.52	A

California Avenue	MLK Jr. Boulevard – Imperial Highway	4-U	Collector	24,000	13,426	0.56	A
California Avenue	Imperial Highway – Fernwood Avenue	2-U	Collector	15,000	7,690	0.51	A
Carlin Avenue	Bullis Road – Olanda Street	4-D	Collector	36,000	5,749	0.16	A
Duncan Avenue	Imperial Highway – MLK Jr. Boulevard	2-U	Collector	15,000	2,100	0.14	A
Fernwood Avenue	Alameda Street – Wright Road	2-U	Collector	15,000	3,049	0.20	A
Imperial Highway	Mona Boulevard – Long Beach Boulevard	4-D	Arterial	36,000	32,658	0.91	E
Imperial Highway	Long Beach Boulevard – MLK Jr. Boulevard	4-D	Arterial	36,000	39,021	1.08	F
Imperial Highway	MLK Jr. Boulevard – Interstate-105	4-D	Arterial	36,000	36,716	1.02	F
Long Beach Boulevard	Tweedy Boulevard – Interstate-105	4-D/6-D	Arterial	54,000	48,026	0.89	D
Long Beach Boulevard	Interstate-105 – South City Limit	4-D	Arterial	16,000	37,050	1.03	F
Lynwood Road	Alameda Street – Long Beach Boulevard	2-U	Collector	15,000	4,710	0.31	A
Lynwood Road	Long Beach Boulevard – Bullis Road	2-U	Collector	15,000	3,228	0.22	A
MLK Jr. Boulevard	Alameda Street – California Avenue	4-U	Arterial	24,000	13,066	0.54	A
MLK Jr. Boulevard	California Avenue – Bullis Road	4-D/6-U	Arterial	30,000	20,076	0.67	B
MLK Jr. Boulevard	Bullis Road – Atlantic Avenue	4-U	Arterial	24,000	17,015	0.71	C
MLK Jr. Boulevard	Atlantic Avenue – East City Limit	4-D	Arterial	36,000	12,396	0.34	A
Norton Avenue	Alameda Street – State Street	2-U	Collector	15,000	2,877	0.19	A
Norton Avenue	State Street – California Avenue	2-U	Collector	15,000	6,213	0.41	A
Norton Avenue	California Avenue – Imperial Highway	2-U	Collector	15,000	6,128	0.441	A
Santa Fe Avenue	MLK Jr. Boulevard – Norton Avenue	4-D	Collector	36,000	2,055	0.06	A
Santa Fe Avenue	Norton Avenue – Fernwood Avenue	2-U	Collector	15,000	1,869	0.12	A
State Street	Tweedy Boulevard – Cedar Avenue	4-D	Collector	36,000	15,667	0.44	A
State Street	Cedar Avenue – South City Limit	4-D	Collector	36,000	14,978	0.42	A
Wright Avenue	Duncan Avenue – Fernwood Avenue	2-U	Collector	15,000	3,665	0.24	A

Infrastructure Engineers developed an estimate of new trips to be generated in the City, based on location of the required, and accommodated, Regional Housing Needs Assessment housing. The trip generation were developed using trip generation rates for this type of land use recommended in the nationally recognized "Trip Generation" manual, 10th edition, (2017) by the Institute of Transportation Engineers. **Table 17-3** presents a summary of trip generation estimates for the 2021-2029 Housing Element specified units. It is estimated 1,355 multi-family dwelling units will generate approximately 9,920 vehicle trips on an average day. Average weekday peak hour trips on adjacent streets will be approximately 623 vehicle trips during the AM peak hour and 759 vehicle trips during the PM peak hour.

Table 17-3
Trip Generation by Proposed Developments Per City 2021-2019 Housing Element

ITE Code/ Land Use	Units	Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Multi-Family Housing (Low Rise)	**1,355**	**9,920**	**150**	**473**	**623**	**448**	**311**	**759**
Total New Trips on Adjacent Streets		**9,920**	**150**	**473**	**623**	**448**	**311**	**759**

Table **XVI-4** below depicts cumulative future 2030 traffic volume with Project-generated traffic volumes on various collector and arterial street segments and corresponding LOS with ADT. Existing average daily traffic volumes were updated with a 1% annual traffic growth factor to estimate 2030 ADT without Project volumes. Project-generated ADT volumes were added to the 2030 pre-Project volumes to obtain cumulative future 2030 ADT volumes with Project development.

Table 17-4 - Future (2030) LOS at Key Street Segments

Street	Segment	No. of Lanes	Classification	Capacity	2030 ADT with Project	V/C Ratio	2030 LOS
Abbott Road	MLK Jr. Boulevard – Atlantic Avenue	4-U	Collector	24,000	14,942	0.62	B
Alameda Street	103rd Street – South City Limit	4-U	Arterial	24,000	36,678	1.53	F
Atlantic Avenue	North City Limit – Imperial Highway	4-D	Arterial	36,000	30,659	0.85	D
Atlantic Avenue	Imperial Highway – Fernwood Avenue	4-D	Arterial	36,000	24,427	0.68	B
Atlantic Avenue	Fernwood Avenue – South City Limit	4-D	Arterial	36,000	24,578	0.68	B
Bullis Road	Imperial Highway – MLK Jr. Boulevard	3-U	Collector	19,500	13,946	0.72	C
Bullis Road	MLK Jr. Boulevard – Platt Avenue	4-D	Collector	36,000	14,063	0.39	A

Bullis Road	Platt Avenue – South City Limit	2-U	Collector	15,000	8,591	0.57	A
California Avenue	MLK Jr. Boulevard – Imperial Highway	4-U	Collector	24,000	14,883	0.62	B
California Avenue	Imperial Highway – Fernwood Avenue	2-U	Collector	15,000	8,611	0.57	A
Carlin Avenue	Bullis Road – Olanda Street	4-D	Collector	36,000	6,308	0.18	A
Duncan Avenue	Imperial Highway – MLK Jr. Boulevard	2-U	Collector	15,000	2,327	0.16	A
Fernwood Avenue	Alameda Street – Wright Road	2-U	Collector	15,000	3,385	0.23	A
Imperial Highway	Mona Boulevard – Long Beach Boulevard	4-D	Arterial	36,000	35,818	0.99	E
Imperial Highway	Long Beach Boulevard – MLK Jr. Boulevard	4-D	Arterial	36,000	42,777	1.19	F
Imperial Highway	MLK Jr. Boulevard – Interstate-105	4-D	Arterial	36,000	40,256	1.12	F
Long Beach Boulevard	Tweedy Boulevard – Interstate-105	4-D/6-D	Arterial	54,000	53,725	0.99	E
Long Beach Boulevard	Interstate-105 – South City Limit	4-D	Arterial	16,000	41,321	1.15	F
Lynwood Road	Alameda Street – Long Beach Boulevard	2-U	Collector	15,000	5,181	0.35	A
Lynwood Road	Long Beach Boulevard – Bullis Road	2-U	Collector	15,000	3,560	0.24	A
MLK Jr. Boulevard	Alameda Street – California Avenue	4-U	Arterial	24,000	14,390	0.60	A
MLK Jr. Boulevard	California Avenue – Bullis Road	4-D/6-U	Arterial	30,000	22,157	0.74	C
MLK Jr. Boulevard	Bullis Road – Atlantic Avenue	4-U	Arterial	24,000	18,809	0.78	C
MLK Jr. Boulevard	Atlantic Avenue – East City Limit	4-D	Arterial	36,000	13,657	0.38	A
Norton Avenue	Alameda Street – State Street	2-U	Collector	15,000	3,196	0.21	A
Norton Avenue	State Street – California Avenue	2-U	Collector	15,000	6,845	0.46	A
Norton Avenue	California Avenue – Imperial Highway	2-U	Collector	15,000	6,753	0.45	A
Santa Fe Avenue	MLK Jr. Boulevard – Norton Avenue	4-D	Collector	36,000	2,297	0.06	A
Santa Fe Avenue	Norton Avenue – Fernwood Avenue	2-U	Collector	15,000	2,094	0.14	A
State Street	Tweedy Boulevard – Cedar Avenue	4-D	Collector	36,000	17,435	0.48	A
State Street	Cedar Avenue – South City Limit	4-D	Collector	36,000	16,581	0.46	A
Wright Avenue	Duncan Avenue – Fernwood Avenue	2-U	Collector	15,000	4,038	0.27	A

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		**X**		
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?		**X**		
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

Discussion of Checklist Answers

a) **Less Than Significant Impact with Mitigation Incorporated**

Based on the Project Traffic Study analysis, future development of 1,558 residential units to comply with Lynwood's Regional Housing Needs Assessment numbers would degrade traffic operations below those that are already unacceptable in the City's General Plan. However, Housing law and the resultant 2021-2029 Housing Element only requires that locations be available for construction of the required units rather than actual construction of the units, which may occur over a protracted time. The Traffic Impact Analysis prepared for the 2021-2029 Housing Element indicates future Mitigation Measures will be required as specific residential projects are developed. Such mitigation as addition of traffic lanes, restriping roadways for additional lanes, signal synchronization and timing adjustments will be required to maintain acceptable LOS on the following streets:

- Alameda Street, between 103rd Street and the South City Limit;
- Atlantic Avenue, between the North City Limit and Imperial Highway;
- Imperial Highway, between Mona boulevard and the East City Limit; and,
- Long Beach Boulevard, between Tweedy Boulevard and the South City Limit.

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

The Project Traffic Study indicates that at a Program level a comparison of V/C ratio and LOS between existing 2021 average traffic volumes scenario and future 2030 cumulative average traffic volumes scenario reveals that most of the study segments will remain at existing LOS under the 2030 traffic scenario, except for the following roadway segments:

- On Abbott Road, between Martin Luther King Jr. Boulevard and Atlantic Avenue, the LOS will deteriorate from LOS A to LOS B;
- On Atlantic Avenue, between the North City Limit and Imperial Highway, the LOS will deteriorate from LOS C to LOS D;
- On Bullis Road, between Imperial Highway and Martin Luther King Jr. Boulevard, the LOS will deteriorate from LOS B to LOS C;
- On Long Beach Boulevard, between Tweedy Boulevard and Interstate-105, the LOS will deteriorate from LOS D to LOS E; and,
- On Martin Luther King Jr. Boulevard, between California Avenue and Bullis Road, the LOS will deteriorate from LOS B to LOS C.

The Traffic Impact Analysis prepared for the 2021-2029 Housing Element indicates future Mitigation Measures will be required as specific residential projects are developed. Such mitigation as addition of traffic lanes, restriping roadways for additional lanes, signal synchronization and timing adjustments will be required to maintain acceptable LOS on the following streets:

- Alameda Street, between 103rd Street and the South City Limit;
- Atlantic Avenue, between the North City Limit and Imperial Highway;
- Imperial Highway, between Mona boulevard and the East City Limit; and,
- Long Beach Boulevard, between Tweedy Boulevard and the South City Limit.

c) **Less Than Significant Impact**

All Project driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes and building codes established by the City of Lynwood Public Works Department and the Los Angeles County Fire Department. Parking layout of each residential development will be designed to meet City requirements to allow emergency vehicles adequate access to the specific Project. Therefore, the anticipated impact of Project development and operation will be less than significant.

d) **Less Than Significant Impact**

All Project driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes and building codes established by the City of Lynwood Public Works Department and the Los Angeles County Fire Department. Parking layout of each residential development will be designed to meet City requirements to allow emergency vehicles adequate access to the specific Project. Therefore, the anticipated impact of Project development and operation will be less than significant.

Mitigation Measures

The Project Traffic Impact Analysis recommends the following Mitigation Measure:

MM-TR-1 – In concert with development of a City-sanctioned development project associated with the 2021-2029 Housing Element, the appropriate project Applicant/Developer will implement project-specific improvements including, but not limited to, the following: adding

traffic lanes; restriping roadways to add vehicular lanes; and, adjusting signal synchronization and timing.

XVIII. TRIBAL CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

Cultural Setting

Prehistory

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

Regulatory Background

United States Native American Graves Repatriation Act

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

California State Public Resources Code

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

- Sections 5020-5029.5 – These Section provide for continuation of the former Historical Landmarks Advisory Committee as the State Historical Resources Commission, which is in charge of overseeing the administration of the California Register of Historical Resources and is responsible for designation of State Historical Landmarks and Historical Points of Interest.

- Sections 5079-5079.65 – These Sections provide definitions of the functions and duties of the Office of Historic Preservation, which is responsible for administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.
- Sections 5097.9-5097.998 – These Sections provide protection to Native American historical and cultural resources and sacred sites and identifies powers and duties of the Native American Heritage Commission; requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave materials.

California Senate Bill 18

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

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

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

California Assembly Bill 52

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

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

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

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

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

California Public Resources Code

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

Public Resources Code provisions include additional rules that govern confidentiality during tribal consultation (Public Resources Code, Section 21082.3(c)). First, information submitted by a California Native American tribe during the environmental review process may not be included in the environmental document or disclosed to the public without the prior written consent of the tribe. Consistent with current practice, confidential information may be included in a confidential appendix. A lead agency may exchange information confidentially with other public agencies that have jurisdiction over the environmental document. This confidentiality protection extends to a tribe's comment letter on an environmental document. A lead agency can summarize tribal comment letters in a general way while still maintaining confidentiality. Secondly, an exception to the general rule prohibiting disclosure is that the lead agency and the tribe may agree to share confidential information regarding tribal cultural resources with the project applicant and its agents. In that case, the project applicant is responsible for keeping the information confidential, unless the tribe consents to disclosure in writing, in order to prevent looting, vandalism, or damage to the cultural resource. The project applicant must use a reasonable degree of care to protect the information. Additionally, information that is already publicly available, developed by the project applicant, or lawfully obtained from a third party that is not the tribe, lead agency, or another public agency may be disclosed during the environmental review process. Thirdly, the new law does not affect any existing cultural resource or confidentiality protections. Fourthly, the

lead agency or another public agency may describe the information in general terms in the environmental document. This is so that the public is informed about the basis of the decision, while confidentiality is maintained.
California Public Resources Code Section 21084.3(b) indicates culturally appropriate mitigation for a tribal cultural resource is different than mitigating impacts to archaeological resources and appropriate mitigation measures should be identified through consultation with the tribal government. If the lead agency determines a Project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the Public Resources Code describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize significant adverse impacts. Examples of such mitigation measures include the following:

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is; 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		**X**		

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

Discussion of Checklist Answers

a) **Less Than Significant Impact with Mitigation Incorporated**

Many of the development sites are vacant. Grading will be necessary to prepare the property for accommodating the Project. However, no cultural resources (historical; archaeological; paleontological) or human remains are known to exist on the sites. There may be a possibility of discovery of paleontological resources or human remains associated with Native American settlement beneath the surface. Development of the 1,558 residential units could potentially result in discovery of human remains because sub-surface grading could need to be made to accommodate the future residential buildings.

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

Mitigation Measures

MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

XIX. UTILITIES AND SERVICE SYSTEMS

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

Water Supply

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

The City of Lynwood distributes its water to customers through an approximately 90-mile long network of distribution mains with pipelines ranging from 2 inches to 16 inches in diameter. The water system consists of one pressure zone that provides sufficient water pressure to customers. The City also maintains a booster pump station consisting of three pumps that can deliver up to 3,6000 gallons per minute. The City maintains of water storage reservoir with a capacity of 3 million gallons for storage and fire flow requirements.

Wastewater

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

The City of Lynwood maintains the local system of sewer lines that collects wastewater. Local sewer mains transfer sewage to County Sanitation District trunk lines where the sewage is

received at the Pollution Control Plant. The City's wastewater system is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board and the United States Environmental Protection Agency.

Solid Waste

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

Regulatory Setting – Water

State of California

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

Regional and Local

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

City of Lynwood General Plan

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

- Goal DW-1: Provide for the planning and funding mechanism to construct, and expand, and maintain water facilities (transmission, storage, distribution, and treatment) needed to meet current and future demand
    - Policy DW-1.1: The City shall provide an adequate supply of domestic water needed to meet current City demand and future developments
    - Policy DW-1.2: The City shall ensure that adequate funding is available to improve existing and construct new water facilities
    - Policy DW1-1.3: The City shall require that water conservation measures be implemented into all construction projects
    - Policy DW-1.4: The City shall encourage the use of reclaimed water

Lynwood Transit Area Specific Plan

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

Regulatory Setting – Wastewater

State of California

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

Regional and Local

City of Lynwood General Plan

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

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

Regulatory Setting – Solid Waste

State of California

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

Regional and Local

City of Lynwood General Plan

The following pertain to Project development.

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

Thresholds for Analysis

Would the project --

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		**X**		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
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			**X**	

demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise repair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

Discussion of Checklist Answers

a) **Less Than Significant Impact with Mitigation**

Project development would generate a new source of wastewater that would flow through the existing Joint Water Pollution Control Plant system. Local conveyance infrastructure will be upgraded as necessary in accordance with an existing maintenance plan but would not be required to be upgraded as a result of Project development. Therefore, Project development resultant impact will be less than significant. Full buildout of the overall Lynwood Transit Area Specific Plan would increase wastewater conveyance demand on the existing system by approximately 1.1 million gallons/day. According to the Lynwood Transit Area Specific Plan, "it is anticipated that continuous implementation of the City of Lynwood's capital improvement plan to maintain and rehabilitate sewer pipelines would ensure sufficient wastewater conveyance capacity for future Specific Plan development." The capital improvement plan will cover future developments from the Lynwood Houseing Element as well. **Mitigation Measure MM-U-1** will require the Applicant to incorporate water saving devices in the mixed-use building. In addition, Policy WCT-1.1 under General Plan Goal WCT-1 states that the City shall work to ensure an adequate wastewater collection and treatment system is available to service current demand and future development. Therefore, Project development will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects and the resultant impact will be less than significant.

b) **Less Than Significant Impact**

The Project sites are located in the City of Lynwood's Water Service Area. The City operates under the Metropolitan Water District of Southern California's Regional Urban Water Management Plan and the City of Lynwood Urban Water Management Plan, which calculates water supply requirements in their service areas through the year 2035, along with water supply availability and reliability of existing and potential water sources through the year 2035. The Project sites are located within the Lynwood Urban Water Management Plan; therefore, the Lynwood Transit Area Specific Plan certified EIR uses the Regional and Lynwood Urban Water Management Plans to analyze potential water supply effects associated with full buildout of development provided by the Specific Plan.

Development of the residential units associated with the 2021-2029 Housing Element will be required to comply with the City of Lynwood's Water Efficient Landscaping Ordinance (Lynwood Municipal Code Article 45). To comply with Water Efficient Landscape Ordinance requirements, all landscaping meeting the 2,500 square foot threshold must comply with the Ordinance by submitting a landscape documentation package that includes a grading, landscape and irrigation design plan and water budget calculations not to exceed the maximum water allowance.

Project development will occur in compliance with Lynwood General Plan goals and policies, and with Long Beach Boulevard Specific Plan, and Lynwood Transit Area Specific Plan requirements. Development of the number and type of residential units identified in the 2021-2029 Housing Element would generate an increased demand for water for implementation of the residential units. This level of increased water demand and increased wastewater disposal demand would need to be accommodated by the appropriate provider prior to issuance of building permits.

Project development would increase water demand by approximately 57,702 gallons for the proposed multi-family residential portion of the Project. These determinations are based on water demand of 169 gallons/day for residential development. The City of Lynwood Urban Water Management Plan anticipates under normal conditions the City will have excess supply exceeding the demand estimated for the development of the entire Lynwood Transit Area Specific Plan. The City also has acknowledged that efficient water use is the foundation of its current and future water planning and operation policies and thereby has encouraged its customers to practice water wise conservation measures, which has enabled Lynwood to maintain relatively stable total water consumption levels over the past 16 years despite increases in City residential population and commercial uses.

Compliance with water conservation strategies contained in the City of Lynwood General Plan would help ensure sufficient supplies are maintained to accommodate Project development and operation. Furthermore, implementation of **Mitigation Measure MM-U-1** will ensure resultant Project impacts will remain at a less than significant level.

c) **Less Than Significant Impact**

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

Project development is estimated to generate up to 54,288 gallons/day of wastewater. The existing wastewater treatment capacity would be sufficient to accommodate Project development and operation. Therefore, the resultant impact will be less than significant.

d) **Less Than Significant Impact**

The City of Lynwood contracts with Waste Resources, Inc. to provide direct collection services for solid waste, recycling and yard waste services. The Los Angeles Regional Agency, an agency approved by the California Integrated Waste Management Board, assists member cities including the City of Lynwood to achieve Assembly Bill 939 recycling goals. Recyclables are processed at the Puente Hills Material Recovery Facility (permitted for 4,000 tons per day) in Whittier and the Downey Area Recycling and Transfer Facility (permitted for 5,000 tons per day) in Downey. Waste generated in Lynwood is taken to two landfills in Orange County: Frank R. Bowerman landfill (11002 Bee Canyon Access Road, Irvine), which is permitted to receive a daily maximum of 11,500 tons per day; and, the Olinda Alpha Sanitary landfill in Brea. The remaining capacity at the Frank R. Bowerman landfill (as of 2016) is 205 million cubic yards (CalRecycle 2016a) and at the Olinda Alpha Sanitary landfill stands at 36.5 million cubic yards (CalRecycle 2016b).

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires each city or county's source reduction and recycling element to include an implementation schedule showing that a city or county must divert 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. California Senate Bill 1016 (2008) requires the 50 percent diversion requirement to be calculated on a per capita disposal rate equivalent. The resultant Project impact will be less than significant.

e) **Less Than Significant Impact**

Project development will result in generation of approximately 4,256 pounds/day of solid waste, based on generation rates for multi-family residential use of 12.23 pounds/household/day. Project development will occur within the Lynwood Transit Area Specific Plan study area.

In accordance with the California Integrated Waste Management Act of 1989, cities and counties are required to divert 50 percent of all solid waste from landfills. This would equate to diverting 2,228 pounds/day for the Project. Project waste disposal facilities throughout Los Angeles County are managed per the Countywide Integrated Waste Management Plan, which anticipates disposal needs and identifies policies for achieving waste management goals throughout the County. The Lynwood Transit Area Specific Plan Environmental Impact Report indicates that continued implementation of the Countywide Integrated Waste Management Plan would ensure sufficient solid waste disposal capacity for full development of the Specific Plan. Therefore, Project development impact will comply with applicable federal, State and local regulations pertaining to disposal of solid waste and the resultant impact will be less than significant.

Mitigation Measures

MM-U-1 (Water Efficiency) – The Applicant shall comply with applicable California Green Building Code requirements related to water conservation.

XX. WILDFIRE

The discussion and analysis in this section is derived from information contained in the following: City of Lynwood General Plan; City of Lynwood Transit Area Specific Plan and Specific Plan Environmental Impact Report; and, the City of Lynwood Long Beach Boulevard Specific Plan; and the 2021-2029 Housing Element.

Setting

The City of Lynwood is urbanized and is surrounded by urban jurisdictions. No land within Lynwood is considered subject to wildfires.

Thresholds of Significance

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
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?				**X**
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?				**X**
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?				**X**

Discussion of Checklist Answers

a) **Less Than Significant Impact**

All development of housing indicated in the 2021-2029 Housing Element will accommodate relevant City emergency response and emergency evacuation plans. The potential new housing will be surrounded by fully developed urban areas served by roadways that accommodate emergency vehicles. The resultant level of impact of development of the contemplated 1,558 dwelling units will be less than significant.

b) **No Impact**

None of the potential housing sites are exposed to wildfire danger. Development of the RHNA 1,558 dwelling units will occur largely on vacant parcels surrounded by buildings or on repurposed properties containing residential or mixed-use development. The only new infrastructure contemplated would be that for water provision and wastewater disposal. The new infrastructure would not result in exposure to persons or homes to wildfire danger. No impact would result from development of the 2021-2029 RHNA.

c) **No Impact**

Refer to b) above.

d) **No Impact**

Refer to b) above.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact

Project development (grading; construction) and operation will improve a vacant 3.59-acre site. No fish or wildlife species or related habitat occurs on site. No rare or endangered plant species will be eliminated. No impacts to biological resources will occur as a result of Project development.

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

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

Less Than Significant Impact

In conjunction with other planned development within and near the Lynwood Transit Area Specific Plan study area, Project development and operation has small potential to contribute to cumulative environmental impacts. Although Project development and operation will contribute to additional traffic generation, the resultant impact to adjacent and nearby roadways and intersections will be less than significant with implementation of noted Mitigation Measures. In addition, Project development and/or operation contribution to aesthetics (light and glare), noise, public services, transportation and circulation, and utilities and service systems were determined to be less than significant with implementation of noted Mitigation Measures. Project contribution to cumulative impacts pertaining to all other CEQA topical categories of analysis were determined to result in less than significant impacts or to have no impact in nature and in combination with requirements of the State of California, regional agencies, and the City of Lynwood.

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

Less Than Significant Impact

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

-THE END-

LYNWOOD HOUSING ELEMENT UPDATE 2021-2029 INITIAL STUDY REFERENCES

City of Lynwood General Plan (August 2003)

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

City of Lynwood, Long Beach Boulevard Specific Plan (November, 2006)

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

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

Infrastructure Engineers, “Lynwood Housing Element Update Traffic Impact Analysis,” (September 17, 2021)

GRAPHICS

CITY OF LYNWOOD

CITY OF LYNWOOD – SITES INVENTORY

CITY OF LYNWOOD – SITES INVENTORY – INCOME DESIGNATIONS

CITY OF LYNWOOD – SITES INVENTORY – ZONING

CITY OF LYNWOOD – SITES INVENTORY – LONG BEACH BOULEVARD SPECIFIC PLAN VILLAGES

THE CITY OF LYNWOOD – SITES INVENTORY – VILLAGE 1

THE CITY OF LYNWOOD – SITES INVENTORY – VILLAGE 2

THE CITY OF LYNWOOD – SITES INVENTORY – VILLAGE 3

THE CITY OF LYNWOOD – SITES INVENTORY – VILLAGE

THE CITY OF LYNWOOD – SITES INVENTORY – SITES NOT PART OF LONG BEACH BLVD SP

ALL TECHNICAL STUDIES ARE ON FILE WITH THE CITY OF LYNWOOD PLANNING DIVISION AND CITY CLERK

APPENDICES

MITIGATION MONITORING AND REPORTING PROGRAM

NOTICE OF INTENT

MITIGATED NEGATIVE DECLARATION

TECHNICAL STUDIES

MITIGATION MONITORING PROGRAM

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
MM-CR-1 – Prior to issuance of the first preliminary or precise grading permit, the following note shall be placed on the grading plans. "In the event human remains are encountered during Project development (grading and construction), the following steps shall be taken: • There shall be no further excavation or disturbance of the Project site until the Los Angeles County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the Coroner determines the remains to be Native American, then the Coroner shall contact the Native American Heritage Commission within 24 hours and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the Applicant or City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code Section 5097.98, which shall be considered and implemented by the Applicant, as appropriate, in coordination with the City of Lynwood. • Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with recommendations of the most likely descendant or on the property in a location not subject to further sub-surface disturbance: o The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by	City	City Planning Department	Ongoing during Project development	Verification on Grading Plans	City Planning Department

the Commission; ○ The descendant identified fails to make a recommendation; or, ○ The Applicant rejects the recommendation of the descendant and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner"					
MM-CR-2 – A licensed professional archaeological/paleontological observer shall be present on the Project site to observe ~~all~~ grading activities according to a schedule as appropriate and as approved by the Director of Community Development and Director of Public Works. Should artifacts be found that may be related to Native American cultures, grading operations shall be halted and the Applicant shall inform appropriate identified Tribal Councils, whose representative(s) shall determine the disposition of the found artifacts.	City	City Planning Department	Ongoing during Project development	Verification on Grading Plans	City Planning Department
MM-REC-1 – Future Applicants/Developers shall pay the appropriate parkland impact fees levied by the City of Lynwood in effect at the time of issuance of building permits, to the City's Parks and Recreation department or dedicate their pro-rata share of parkland to the City's Parks and Recreation Department. If fees are paid, they shall be used for development of additional parks in order to help meet the City's desired parkland standard of three acres per 1,000 residents. If land for public parkland is dedicated, the City shall confirm that said land is dedicated in a configuration that helps to meet the City's desired parkland standards of three acres per 1,000 residents. Applicants/Developers shall pay all fees or dedicate parkland prior to approval of planning entitlements or building permits for each development project under the 2021-2019 Housing Element. The Parks and Recreation Department shall verify payment of park impact mitigation fees or land dedication. Payment of applicable State mandated school impact fees also must be collected at time of building permit issuance.	City	City Planning Department City Parks Department	Prior to issuance of Building Permits	Notes on Building Plans	City Planning Department City Parks Department
MM-REC-2 – Applicants/Developers of units contemplated in the 2021-2029 Housing Element will be required to participate in the City of Lynwood Community Facilities District requirements in a manner meeting the approval of the Director of Development Services.	City	City Planning Department	Prior to issuance of Building Permits	Notes on Building Plans	City Planning Department
MM-TR-1 – In concert with development of a City-sanctioned development project associated with the 2021-2029 Housing Element, the appropriate project	City	City Public Works Department	Prior to issuance of Certificate of	Notes on Building Plans	City Public Works Department

Applicant/Developer will implement project-specific improvements including, but not limited to, the following: adding traffic lanes; restriping roadways to add vehicular lanes; and, adjusting signal synchronization and timing.			Use and Occupancy		
MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not	City Public Works Department; City Planning Dept.; Grading Contractor; Tribal Monitor	City Director of Develop. Services; Tribal Monitor	Prior to Grading Permit issuance; Ongoing during Project development	Review and Approval of Grading Plans; Tribal Monitor Observation of Project development activities	City Director of Develop. Services; Tribal Monitor

feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.					

NOTICE OF INTENT TO ADOPT
A NEGATIVE DECLARATION

The City of Lynwood has prepared an Initial Study for the following project in accordance with City and State of California Environmental Quality Act Guidelines.

Project Title: Lynwood 2021-2029 Housing Element
Project Applicant: City of Lynwood
Project Location: Throughout City of Lynwood

Project Description: In compliance with State of California Department of Housing and Community Development requirements for the 6th housing cycle, the City of Lynwood has prepared the 2021-2029 Housing Element. Through the 2021-2029 Housing Element, the City of Lynwood addresses a series of important housing issues that include a balance for housing, preserving and enhancing affordability for all segments of the population, preserving the quality of Lynwood's housing stock, providing new types of housing necessary to accommodate growth and the changing population, as well as situating future housing growth near existing and future public transit infrastructure.

The 6th cycle Housing Element identifies strategies and programs that focus on the following:

- Conserving and improving existing affordable housing;
- Providing adequate sites for housing development;
- Assisting in development of affordable housing;
- Removing governmental and other constraints to facilitate housing development; and,
- Promoting equal housing opportunities for families of all income levels.

Lynwood's Housing Element consists of the following major components:

- A geographic and historic description of the City to provide community context;
- An analysis of the City's demographic and housing characteristics and trends;
- An evaluation of resources and opportunities available to address housing issues;
- A review of potential market, governmental, and environmental constraints to meeting City-identified housing needs;
- The Housing Action Plan for the 6th Cycle;
- A review of the City's accomplishments during the previous 5th Cycle;
- A detailed inventory of suitable sites for housing development; and,
- A record of community engagement activities and public participation.

The City prepared an Initial Study to determine the Project's impact(s) on the environment and found that the Project would not have any significant impacts on the environment. Therefore, a Mitigated Negative Declaration was prepared.

The public hearing to consider the Mitigated Negative Declaration is scheduled before the Planning Commission on November 9, 2021.

Copies of the proposed Mitigated Negative Declaration and related documents are on file and available for public review in the Lynwood City Hall during the hours of 7:00 a.m. to 6:00 p.m. Monday through Thursday and the Lynwood Public Library. This Notice will be posted at the following locations.

- Los Angeles County Recorder's Office
  12400 Imperial Highway, Norwalk, CA 90650
- Lynwood City Hall
  11330 Bullis Road, Lynwood, CA 90262
- Lynwood Public Library
  11320 Bullis Road, Lynwood, CA 90255

The starting date for the review period during which the Lead Agency will receive comments about the proposed Mitigated Negative Declaration shall be **December 16, 2021**. The ending date for the review period shall be **January 17, 2021**, at which time all written comments about the Mitigated Negative Declaration must be received by the City. Persons wishing to review or obtain copies of the proposed Negative Declaration and Initial Study may contact **City of Lynwood Planning Division, Alfredo Perez, (310)603-0220 x249 / alperez@lynwood.ca.us** or **Albert Armijo, (949)466-0038 / albertgeorgearmijo@gmail.com** of Infrastructure Engineers assisting in the preparation of the Initial Study, Mitigated Negative Declaration and supporting documentation.

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: City of Lynwood 2021-2029 Housing Element

APPLICANT: City of Lynwood, Development Services Department

CITY AND COUNTY: Lynwood, Los Angeles County.

DESCRIPTION: In compliance with State of California Department of Housing and Community Development requirements for the 6th housing cycle, the City of Lynwood has prepared the 2021-2029 Housing Element. Through the 2021-2029 Housing Element, the City of Lynwood addresses a series of important housing issues that include a balance for housing, preserving and enhancing affordability for all segments of the population, preserving the quality of Lynwood's housing stock, providing new types of housing necessary to accommodate growth and the changing population, as well as situating future housing growth near existing and future public transit infrastructure.

The 6th cycle Housing Element identifies strategies and programs that focus on the following:

- Conserving and improving existing affordable housing;
- Providing adequate sites for housing development;
- Assisting in development of affordable housing;
- Removing governmental and other constraints to facilitate housing development; and,
- Promoting equal housing opportunities for families of all income levels.

Lynwood's Housing Element consists of the following major components:

- A geographic and historic description of the City to provide community context;
- An analysis of the City's demographic and housing characteristics and trends;
- An evaluation of resources and opportunities available to address housing issues;
- A review of potential market, governmental, and environmental constraints to meeting City-identified housing needs;
- The Housing Action Plan for the 6th Cycle;
- A review of the City's accomplishments during the previous 5th Cycle;
- A detailed inventory of suitable sites for housing development; and,
- A record of community engagement activities and public participation.

FINDINGS: The environmental analysis provided in this Initial Study indicates that the proposed Project will not result in any unmitigable significant adverse impacts. For this reason, the City of Lynwood has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the Project.

AIR QUALITY/GREENHOUSE GAS ANALYSIS FOR HOUSING ELEMENT UPDATE FOR THE CITY OF LYNWOOD, LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

INFRASTRUCTURE ENGINEERS
3060 Saturn Street, Suite 250
Brea, California 92821

Prepared by:

HANA RESOURCES, INC.
20361 Hermana Circle
Lake Forest, CA 92630
(949) 680-4400

HANA RESOURCES™
Environmental Enterprise Solutions

October 8, 2021

CERTIFICATION STATEMENT

I, Dale Schneeberger, hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

October 8, 2021

Date

Dale Schneeberger, PG, QSD/QSP
California State Professional Geologist #4737
HANA Resources, Inc.
20631 Hermana Circle
Lake Forest, CA 92630

Seal

TABLE OF CONTENTS

SECTION 1. Project Description and Summary

1.1. Introduction

HANA Resources, Inc. (HANA) was retained by Infrastructure Engineers to prepare this Air Quality/Greenhouse Gas letter report for the Housing Element Update for the City of Lynwood, Los Angeles County, California (Project). This study analyzes the potential air quality/greenhouse gas impacts that could potentially occur with Project implementation. Results of the data evaluation are compared to the appropriate regulatory compliance criteria, identifying areas within the City of Lynwood that represent potential impact with Project implementation.

1.2. Project Summary

1.2.1. Location and Setting

The City of Lynwood spans 3,099.26 acres in Los Angeles County, CA (**Exhibit I,** *Project Vicinity Map*). The City of Lynwood (City) is located in the central Los Angeles Basin (**Exhibit II,** *Project Location Map*) and is bounded on the east by the Los Angeles River and I-710 freeway. The remaining northern, western, and southern boundaries are situated along streets, avenues, boulevards, and highways within predominantly residential settings. Interstate 105 freeway approximately bisects the city in a generally east-west direction. Near the western boundary, Alameda Street and a rail corridor runs in a generally north-south direction. Another major roadway, Long Beach Boulevard similarly runs in a north-south direction. On the east, Atlantic Avenue runs subparallel to the I-710 freeway. Near and parallel to the northern boundary, Imperial Highway runs in a generally east-west direction.

Major truck routes in the city include Imperial Highway, Alameda Street, Long Beach Boulevard, Atlantic Avenue, Wright Road, Martin Luther King Jr. Boulevard, Industry Way, Stanford Avenue, Drury Lane, and Santa Fe Avenue.

Single family, townhouse/cluster, and multifamily residential accounts for the vast majority of the land use within City limits. Commercial and industrial/manufacturing development accounts for the next major portion. The remaining non-transportation development includes schools, parks, government, institutional, and vacant land. Transportation related development includes streets and highways, and railroad (City of Lynwood General Plan 2003).

The Project is located on the United States Geological Survey South Gate Quadrangle, 7.5-Minute Series Topographic map (USGS 2018). The surface elevation ranges from approximately 75 to 100 feet above mean sea level (MSL), on a gentle coastal plain sloping to the south.

1.2.2. Proposed Project

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

Element 2013).

The 2014-2021 Regional Housing Needs Assessment (RHNA), formulated by the Southern California Association of Governments (SCAG), was utilized at the direction of the State Department of Housing and Community Development (HCD). The RHNA is the only model prepared by SCAG that disaggregates housing needs among all economic segments of the community (City of Lynwood Housing Element 2013).

Exhibit I: Project Vicinity Map

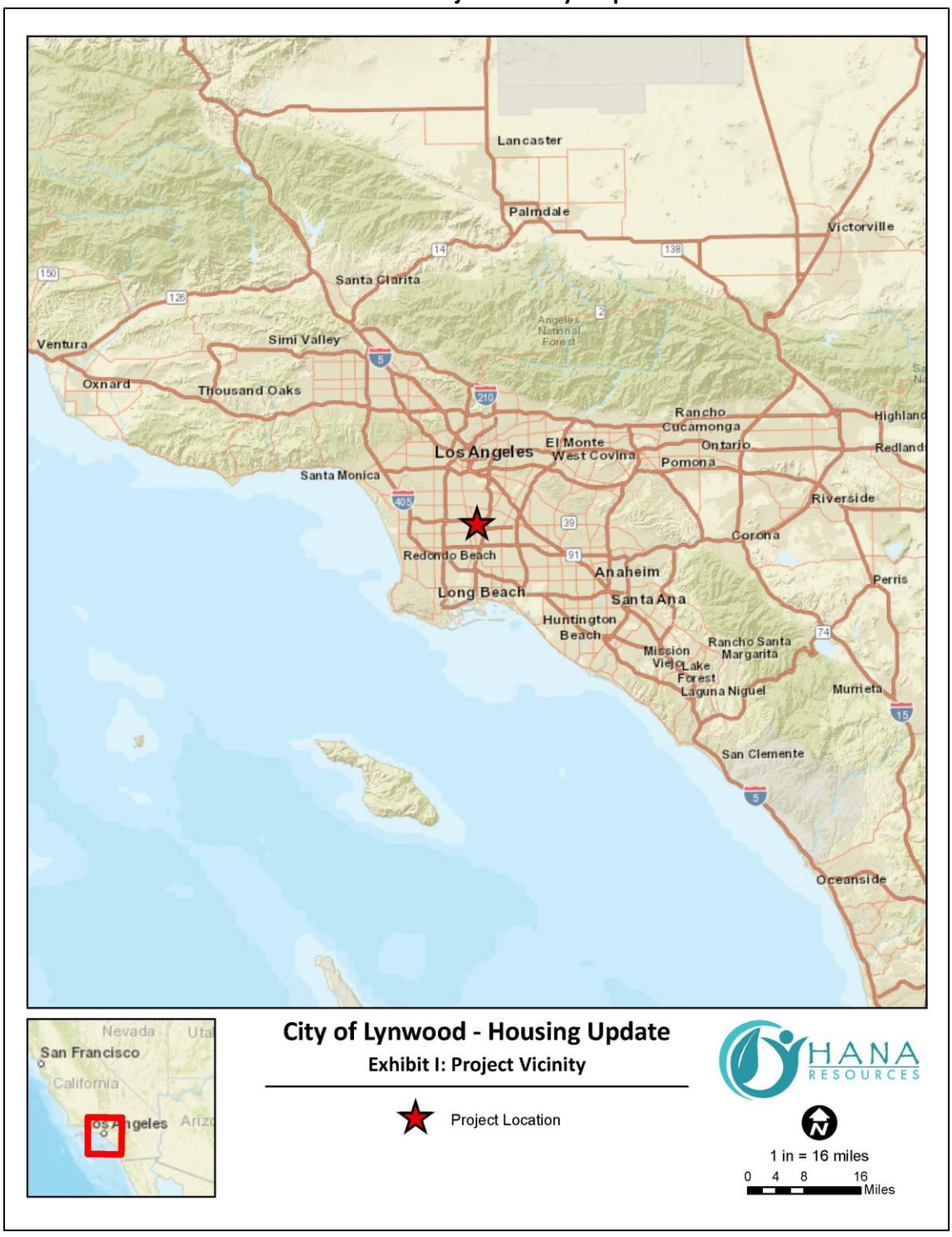
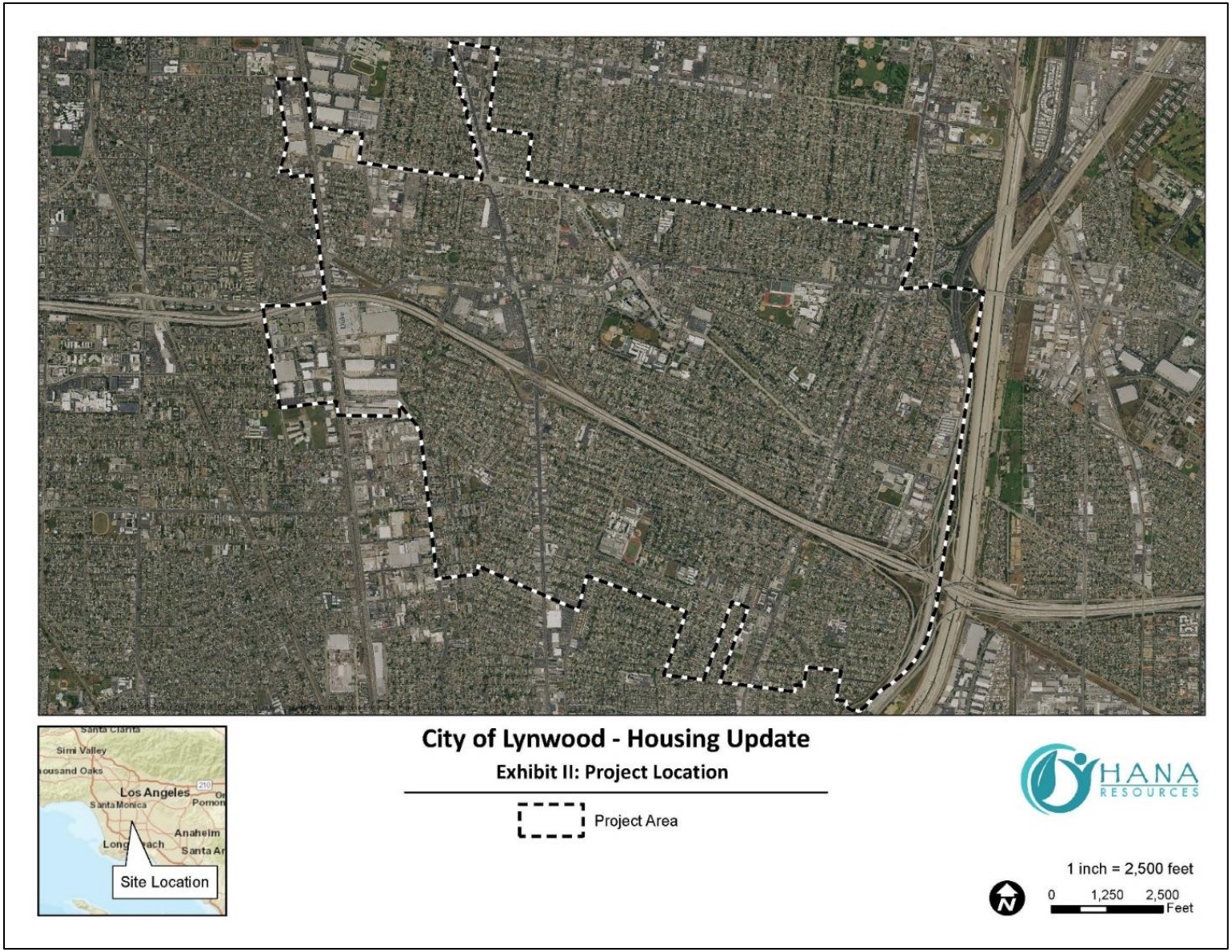


Exhibit II: Project Location Map



SECTION 2. Air Quality & Health Risk Significance Thresholds

In the basin there are three main factors that contribute to the region's ozone problem: emissions, geography, and meteorology (City of Lynwood General Plan 2003). The South Coast Air Basin (SCAB) climate and topography contribute to formation and transport of pollutants that contain ozone or other chemicals that react with sunlight throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants, resulting in high pollutant concentrations near the ground surface. The United States Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for which the California Air Resources Board (ARB) and the South Coast Air Quality Management District (SCAQMD) have primary implementation responsibility. SCAQMD manages air quality in the Los Angeles County portion of the SCAB, having jurisdiction over air quality issues in the County and administers air quality regulations developed at the federal, State, and local levels. It also is responsible for implementing strategies for air quality improvement and recommending Mitigation Measures for new growth and development (City of Lynwood General Plan Amendment 2018).

State and federal criteria pollutant emission standards have been established for six pollutants (Los Angeles County General Plan 2014):

- Volatile Organic Compounds: Volatile Organic Compounds (VOCs) are comprised primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources of VOCs include evaporite emissions associated with paints and solvents, asphalt paving, and household consumer products such as aerosols. There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of O_3, SCAQMD has established a significance for this pollutant.
- Nitrogen Oxides: Nitrogen Oxides (NO_x) are a by-product of fuel combustion and contribute to the formation of ground-level ozone, PM_{10} and $PM_{2.5}$. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2).
- Sulfur Oxides: Sulfur oxides (SO_x) are a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. At sufficiently high concentrations, SO_x may irritate the upper respiratory tract. Current scientific evidence links short term exposures to adverse respiratory effects, increased asthma symptoms, and sometimes injured lung tissue.
- Ozone: Ozone is a colorless, odorless respiratory irritant and oxidant that can cause substantial damage to the lungs, vegetation, and other materials. Ozone is not emitter directly into the air but is formed by a photochemical reaction in the atmosphere. Ozone is primarily a summer air pollution problem, and high levels often occur downwind of the emission source. Ozone is formed when Volatile Organic Compounds (VOCs) and NO_x undergo photochemical reactions in sunlight.
- Inhalable Particulate Matter: Federal and state ambient air quality standards for particulates apply to two classes of particulates: PM_{10} and $PM_{2.5}$. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Sources of PM_{10} in the SCAB are both rural and urban, and include agricultural burning, disking of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.
- Carbon Monoxide: Carbon monoxide is a colorless, odorless, toxic gas public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream and to the brain. Motor vehicles and incomplete combustion of carbon-containing fuels

are the dominant sources of CO emissions in most areas. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (City of Lynwood General Plan Amendment 2018).

2.1. Air Quality Policies

- Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors (Los Angeles County General Plan 2014).
- Policy AQ 1.2: Encourage the use of low or no VOC emitting materials.
- Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.
- Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.
- Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.
- Policy AQ 2.2: Participate in and effectively coordinate the development and implementation of community and regional air quality programs.
- Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.
- Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.
- Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.
- Policy AQ 3.3: Reduce water consumption in County operations.
- Policy AQ 3.4: Participate in local, regional, and state programs to reduce greenhouse gas emissions.
- Policy AQ 3.5: Encourage maximum amounts of energy conservation in new development and municipal operations.
- Policy AQ 3.7: Support and expand urban forest programs within the unincorporated areas (Los Angeles County General Plan 2014).

2.2. Regional Significance Thresholds

The South Coast Air Quality Management District (SCAQMD) has established regional significance thresholds for oxides of nitrogen (NO_x), oxides of sulfur (SO_x), carbon monoxide (CO), volatile organic compounds (VOCs), particulate matter less than 10 microns in aerodynamic diameter (PM_{10}), and particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$). These thresholds are provided in **Table 1**, *SCAQMD Air Quality Significance Thresholds*.

2.1. Local Significance Thresholds (LSTs)

Local Significance Thresholds (LSTs) have been developed by the SCAQMD, recognizing that criteria pollutants such as CO, NOx, and PM10 and PM2.5 in particular, can have local impacts as well as regional impacts. The evaluation of localized air quality impacts determines the potential of the project to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. LSTs, defined separately for construction and operational activities, represent the maximum emissions or air concentrations from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard at any nearby sensitive or worker receptor.

A sensitive receptor is defined by SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

SCAQMD recommends projects larger than five acres undergo air dispersion modeling to determine localized air quality. For projects of five (5) acres or less where emissions would occur, the SCAQMD has developed a series of look up tables that provide estimates of daily construction or operational emissions above which a project's emissions are determined to have a significant air quality impact. These LSTs are provided for each combination of pollutants (CO, NO_2, PM_{10}, and $PM_{2.5}$), Source-Receptor Area (SRA), size of the project emission area, and distance to the nearest sensitive receptor. The Lynwood SRA for this Project is listed as number 12 (South Central LA County). The project size is generally represented as the maximum area disturbed during a day from which emissions are calculated.

Table 1. SCAQMD Air Quality Significance Thresholds		
Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk >= 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas >= 1 in 1 million Chronic & Acute Hazard Index >= 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants		
NO_2 1-hour average annual arithmetic mean	South Coast AQDM is in attainment; project is significant is it casues or contributes to an exceedacne of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) nad 0.0534 ppm (federal)	
PM_{10} 24-hours average annual average	10.4 µg/m3 (construction) & 2.5 µg/m3 (operation) 1.0 µg/m3	
$PM_{2.5}$ 24-hour average	10.4 µg/m3 (construction) & 2.5 µg/m3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m3 (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m3 (state) 0.15 µg/m3 (federal)	

* Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)
* Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basin)
* For Coachella Valley, the mass daily thresholds for operation are the sameas the construction thresholds
* Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303. Table A-2 unless otherwise stated.
* Ambient air quality threshold based on South Coast AQMD Rule 403

KEY:
lbs/day=pounds per day ppm=parts per million µg/m3=microgram per cubic meter >= =greater than or equal to > =greater than
MT/yr CO_2eq=metric tons per year of CO_2 equivalents

Source: SCAQMD Air Quality Significance Thresholds (Revised 2020)

2.1.1. Construction

For project construction activities, the highest level of on-site emissions generally occurs during the mass grading activities. The California Emissions Estimator Model (CalEEMod) which is used to estimate emissions from various land use projects, identifies various kinds of equipment and the acreage disturbed in an 8-hour day. Although no specific project is identified as part of this programmatic analysis, thresholds of significance for construction have been provided for project sizes of 1-acre, 2-acres and 5-acres in the SCAQMD lookup tables. Larger projects greater than 5-acres require site-specific calculations. For projects where 5 acres are disturbed and the nearest sensitive receptor is 100 meters, the daily emission limit is provided in **Table 2**, *Construction Significance Thresholds*. If the total air quality impact exceeds the values for the listed pollutants, then the project would be considered to have a significant air quality impact.

Table 2. Construction Significance Thresholds

Pollutant	Daily Emission Limit (lbs./day)[2]
NO_x	101
CO	1,368
PM_{10}	55
$PM_{2.5}$	15

[1] SCAQMD has defined LSTs only for these pollutants
[2] LSTs defined for SRA 12, 5-acre disturbed area and a 100-meter distance to the nearest sensitive receptor
Source: Final Localized Threshold Methodology 2009, Appendix C-1

The SCAQMD has issued guidance on applying CalEEMod to LSTs. The CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment.

2.1.2. Operation

For operational activities, CalEEMod also provides estimated emissions generated by the project. Although no specific project is identified as part of this programmatic analysis, thresholds of significance for operations have been provided for project sizes of 1-acre, 2-acres and 5-acres in the SCAQMD lookup tables. Larger projects greater than 5-acres require site-specific calculations. For projects where 5 acres are disturbed and the nearest sensitive receptor is 100 meters, the daily emission limit is provided in **Table 3**, *Operation Significance Thresholds*. If the total air quality impact exceeds the values for the listed pollutants, then the project would be considered to have a significant air quality impact.

Table 3. Operation Significance Thresholds

Pollutant	Daily Emission Limit (lbs./day)[2]
NO_x	101
CO	1,368
PM_{10}	14
$PM_{2.5}$	4

[1] SCAQMD has defined LSTs only for these pollutants
[2] LSTs defined for SRA 12, 5-acre disturbed area and a 100-meter distance to the nearest sensitive receptor
Source: Final Localized Threshold Methodology 2009, Appendix C-1

2.2. Health Risk Significance Thresholds

In addition to the thresholds established above for pollutants, the SCAQMD has also defined health risk thresholds. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to toxic air contaminant (TAC)s. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of 70 years for sensitive receptors. Thus, an individual located in an area with a cancer risk of one would experience a one chance out of a population of one million of contracting cancer over a 70-year time period, assuming that individual lives in that area continuously for the entire 70-year time period.

TACs can also cause chronic (long-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non- cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL). The SCAQMD has established the following health risk thresholds.

2.2.1. Project-Level Health Risk Significance Thresholds

The SCAQMD has established the following project-specific health risk significance thresholds (SCAQMD 2015):

- Maximum Incremental Cancer Risk: >=10 in 1 million.
- Hazard Index (project increment): >=1.0
- Cancer burden: > 0.5 excess cancer cases (in areas >=1 in 1 million)

A significant impact would occur if a project's impacts exceeded any of these thresholds.

2.2.2. Cumulative Health Risk Significance Thresholds

The AQMD (SCAQMD 2019) uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

2.3. CO "Hotspot" Thresholds

The largest contributor of CO emissions during project operations is typically from motor vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. CO hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and the introduction of cleaner

fuels, as well as implementation of control technology on industrial facilities, CO concentrations have steadily declined (Lynwood Transit Area Specific Plan 2016). The CO hotspot thresholds are represented by the most restricted state or federal CO ambient air quality standards:

- 1-hour CO standard: 20 ppm; and
- 8-hour CO standard: 9 ppm.

If the CO contributed by the Project in combination with CO produced by non-project traffic exceeds the above standards, then the Project would have a significant impact.

SECTION 3. Air Quality & Health Risk Parameters & Assumptions

3.1. Model Selection

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant given the activity over time. The California Air Resources Board (CARB) has published emission factors for on-road mobile vehicles/trucks in the Emission Factors (EMFAC) mobile source emissions model (CARB 2021), and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity, and outputs the emissions for the various pieces of equipment.

Project emissions were estimated using CalEEMod version 2016.3.1 that was developed in cooperation with the SCAQMD and other air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses. (Lynwood Transit Area Specific Plan 2016)

3.2. Construction

3.2.1. Emission Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release ROG emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

Construction equipment operating hours and numbers represent the average equipment activity over the phase. Most equipment is not expected to operate throughout the entire building construction phase; therefore, activity has been assumed to be evenly distributed over the entire phase in this analysis. Portions of the site would be paved to provide parking spaces.

The activity for construction equipment is based on the horsepower and load factors of the equipment. In general, the horsepower is the power of an engine—the greater the horsepower, the greater the power. The load factor is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity.
Construction generated emissions associated with a specific project would need a project-specific model run to determine if SCAQMD thresholds would be exceeded. Any project associated with the Lynwood Transit Area (Lynwood Transit Area Specific Plan 2016) would be required to undergo site-specific CEQA review and appropriate project-specific mitigation measures would be identified at that time. Furthermore, a CO hotspot analysis should be conducted for intersections where any proposed project would be taking place.

3.2.1.1. Equipment Tiers and Emission Factors

Equipment tiers refer to a generation of emission standards established by the US EPA and ARB that apply to diesel engines in off-road equipment. The "tier" of an engine depends on the model year and horsepower rating; generally, the newer a piece of equipment is, the greater the tier it is likely to have. Excluding engines greater than 750 horsepower, Tier 1 engines were manufactured generally between 1996 and 2003. Tier 2 engines were manufactured between 2001 and 2007. Tier 3 engines were manufactured between 2006 and 2011. Tier 4 engines are the newest and some incorporate hybrid electric technology; they were manufactured after 2007 (CARB 2021).

3.2.1.2. Fugitive Dust

SCAQMD Rule 403 requires fugitive dust generating activities follow best available control measures to reduce emissions of fugitive dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.

3.2.2. Localized Analysis Methodology

As noted in previous Section 2.2.1, the assessment of localized air quality impacts during construction employed the SCAQMD's daily emission LST tables is based on the location of the project, the construction area where the emissions would be generated, and the distance to the nearest sensitive receptor.

3.3. Operation

Operational generated emissions associated with a specific project would need a project-specific model run to determine if SCAQMD thresholds would be exceeded. The Lynwood Transit Area Specific Plan (Lynwood Transit Area Specific Plan 2016) concluded that operational emissions associated with that specific plan would exceed the SCAQMD thresholds; however, there would need to be project specific models run to determine if applicable to each individual project location. Any project associated with the Lynwood Transit Area would be required to undergo site-specific CEQA review and appropriate project-specific mitigation measures would be identified at that time. Furthermore, a CO hotspot analysis should be conducted for intersections where any proposed project would be taking place.

3.3.1. Regional Emission Assumptions

Motor vehicle emissions refer to exhaust and road dust emissions from the motor vehicles. Vehicular sources account for nearly 99% of the CO emissions, 77% of the SO_x emissions, 88% of the NO_x emissions, and 65% of the VOC emissions.

3.3.2. Other Emission Sources

Although no specific project is identified as part of this programmatic analysis, these potential emission sources will require evaluation as part of the environmental analysis of a proposed site-specific project.

3.3.2.1. Architectural Coatings (Painting)

Reactive Organic Gas (ROG) is typically released during the drying phase of architectural coatings. The amount of ROG released is based off of a plan of an area, so each proposed project site would be required to undergo project-specific review to determine the expected emissions that would be produced.

3.3.2.2. Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. "Consumer Product" means a chemically formulated product used by household and institutional consumers including, but not limited to, detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products; but does not include other paint products, furniture coatings, or architectural coatings. The most common household consumer products are typically aerosols (Los Angeles County General Plan 2014).

3.3.2.3. Landscape Equipment

Landscaping equipment can emit various emissions generated from combustion or fugitive dusts (particulates) from leaf blowers. The typical landscape equipment to consider includes lawnmowers, edgers, leaf blowers, and trucks and trailers to haul equipment to and from a location.

3.3.2.4. Electricity

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations, non-title-24 electricity, and lighting. The Title 24 uses are defined as the major building envelope systems covered by California's Building Code, Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is separate since it can be both part and not part of Title-24. Since lighting is not considered as part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else such as appliances, break room equipment, computer servers, forklift chargers, and other electronics. Electricity consumption has not been subdivided into categories in the table above but can be estimated in an electricity consumption report when (if) provided by the applicant. As such, only the total electrical consumption is provided at this time. Los Angeles County determined that electricity consumption is the second largest source of greenhouse gas, comprising 22.7 percent of emissions (Los Angeles County General Plan 2014).

3.3.2.5. Natural Gas

Emissions from the combustion of natural gas (water heaters, heat, etc.) are generated throughout the Project area. The Southern California Gas Company supplies natural gas to the City of Lynwood through a fixed transmission and distribution system with several major natural gas mains passing through the city (City of Lynwood General Plan 2003). Natural gas is primarily used in homes and businesses.

3.3.2.6. Water and Wastewater

GHG emissions from the use of electricity are generated to pump water within the Project area and to treat wastewater. Domestic water service to the City of Lynwood is provided by the City of Lynwood Public Services Department and Park Water Co. The primary source of water for the City comes from groundwater aquifers. On average, the City of Lynwood uses 6,500-acre feet of water per year (City of Lynwood General Plan 2003).

Sewage disposal services are provided by the City of Lynwood Public works Department. City lines carry sewage to the Los Angeles Country trunk lines which transport sewage to the Joint Water Pollution Control Plant in the City of Carson. The only area not connected to the sewer system (on septic tanks) is the industrial area located north of the I-105 Freeway and west of the I-710 (City of Lynwood General Plan 2003). Water and wastewater are used/produced in homes, businesses, and industrial buildings.

3.3.2.7. Solid Waste

Greenhouse gas emissions would be generated from the decomposition of solid waste generated by the project. In general, the City of Lynwood generates solid waste at a rate of 12 pounds per person per day; this is an aggregate figure that includes residential, commercial, and industrial land uses (City of Lynwood General Plan 2003).

3.3.2.8. Vegetation

Proposed projects can change land use, potentially reducing vegetation and in turn reduce potential carbon sequestration. Development can include landscape plans that either partially or completely offset natural vegetation loss.

3.3.3. Localized Operational Emission Assumptions

The predominant sources of local operational emissions are the motor vehicles. Such emissions result from periodic truck traffic associated with loading or deliveries, truck traffic traversing the Project area via I-105 and I-710 freeways, and daily automobile traffic accessing the Project areas businesses or residences. Four main emission sources may be considered as to their localized operational impacts on air quality:

- Automobile traffic from, residents, workers and customers while traveling to and within the Project area.
- Delivery truck exhaust emissions from truck traffic that would travel to and within the Project area.
- Truck idling emissions during loading/unloading activities and in slow or stopped traffic.
- Automobile and truck traffic passing through or by the Project area.

The estimation of the mobile source emissions requires the specification of several key pieces of information including the number of vehicle trips by vehicle type, trip travel lengths, vehicle idling time, and emission factors that define the amounts of emissions as a function of vehicle speed and distance traveled, or amount of idling time per vehicle. Although no specific project is identified as part of this programmatic analysis, traffic studies associated with a specific project would be required as part of the environmental impact analysis.

SECTION 4. Greenhouse Gas Emissions

Los Angeles County has established greenhouse gas emissions (GHG) reduction targets consistent with statewide reductions required by AB 32 (CCAP 2015). In evaluating its statewide reduction goal, the California Air Resources Board's (CARB) modeling concluded that California could meet the ambitious AB 32 target while maintaining and enhancing economic growth. Furthermore, CARB identified public health benefits as a result of the AB 32 Scoping Plan, including reduced premature death, incidences of asthma, lower respiratory symptoms, and work loss days.

The GHG emission inventory associated with the proposed Project includes the following (Los Angeles County General Plan 2014):

- Transportation – vehicles and railway
- Energy – natural gas and electricity use for residential and non-residential land uses
- Area Sources – agricultural equipment, construction equipment, industrial equipment, lawn and garden equipment, light commercial equipment, recreational equipment, railroad right-of-way, and transport refrigeration units
- Water/Wastewater – water conveyance and fugitive emissions from wastewater treatment
- Solid Waste Generation – solid waste disposal

The County's GHG emissions reduction target of at least 11% below 2010 levels by 2020 is consistent with statewide reductions under AB 32. Local community and statewide actions described in the County's CCAP (Chapter 4) would reduce 2020 GHG emissions within the unincorporated areas by more than 1.9 million MT CO_2e, with the GHG reductions achieved by the CCAP being attributed to State- and community-level programs. The combined effect of State and local actions provides sufficient emissions reductions to exceed the County's GHG target by about 4,700 MT CO_2e. Actions not currently quantified will likely contribute additional reductions to the County's goal (CCAP 2015).

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 MTCO2e for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above (Los Angeles County General Plan 2014).

SECTION 5. Impact Analysis

5.1. Air Quality

5.1.1. Thresholds for Analysis

Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The Los Angeles County Community Climate Action Plan from 2020 led with a goal to reduce emissions by 1.9 million metric tons of carbon dioxide equivalents (MT CO_2e) which is equivalent to the following actions:

- Removing more than 410,000 passenger vehicles from the road.
- Reducing gasoline consumption by more than 220 million gallons.
- Providing renewable energy to power more than 178,000 homes (Los Angeles County CCAP 2015).

There are strategy areas to reduce greenhouse gases that the CCAP focuses on:

- Green building and energy
- Land use and transportation
- Water conservation and wastewater
- Waste reduction, reuse, and recycling
- Land conservation and tree planting

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants that include the following: Ozone; Carbon Monoxide; Nitrogen Oxides (NOx) that can cause breathing difficulties: Sulfur Dioxide (SO2); and Particulate Matters.

According to SCAQMD thresholds, a project would be considered to have a significant effect on air quality if it violated any ambient air quality standard, contributed substantially to an existing air quality violation, or exposed sensitive receptors to substantial pollutant concentrations. In addition to the Federal and State

ambient air quality standards, the SCAQMD has established daily and quarterly emissions thresholds for construction activities and operation of a project. Projects in the South Coast Air Basin that generate construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

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

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

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

Discussion of Checklist Answers

a) **No Impact**

The proposed Project would not conflict with or obstruct implementation of any applicable air quality plan. No Impact.

b) **No Impact**

The Project would generate emissions (gases and particulates) during construction and during its operational life. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, any emissions generated would be expected to be minimal and would not violate or contribute substantially to an existing or projected air quality violation. Therefore, no impact.

c) **Less than significant Impact**

The Project would generate emissions (gases and particulates) during construction and during its operational life. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors. Therefore, impact is considered to be less than significant impact.

d) **Less than significant Impact**

The Project would generate emissions (gases and particulates) during construction and during its operational life. The Project area is primarily comprised of residential with limited commercial/industrial

development scattered throughout. In addition, two major transportation corridors (I-105 and I-710) are present with sustained automobile and truck traffic. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, unless an upset occurs resulting in an uncontrolled release, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impact is considered to be is less than significant Impact.

e) **Less than significant Impact**

The proposed Project may potentially create transient objectionable odors that result from exhaust fumes from trucks, heavy equipment and/or the applications architectural coatings used during construction. Similar conditions may also occur potentially from commercial/industrial operations and during maintenance with the application of architectural coatings over the Project's operational life. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, it would not be expected to affect a substantial number of people, and these odors would be mitigated by the use of proper air scrubbing equipment, tiered diesel equipment and low VOC paints and cleaning supplies. Therefore, impact is considered to be less than significant Impact.

5.2. Greenhouse Gas Emissions

5.2.1. Thresholds for Analysis

Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Construction activities produce combustion emissions from various sources (e.g., demolition, site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew). Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Operation of the proposed Project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include vehicle trips associated with residential, commercial/industrial and transient travel along the two major transportation corridors (I-105 and I-710). Other emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

Discussion of Checklist Answers

a) **Less than significant**

The proposed Project would produce construction and operational greenhouse gas emissions. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, these greenhouse gases generated would be expected to be below Los Angeles County's GHG target level of 4,700 $MTCO_2e$ per year, or the SCAQMD bright-line threshold of 3,500 $MTCO_2e$ per year for residential projects. Therefore, these impacts are considered less than significant.

b) No Impact

The proposed Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No Impact.

SECTION 6. References

California Air Resources Board (CARB)

2021. Emission Factor Web Database, EMFAC2021 (v1.0.0) Model. Website: http://www.arb.ca.gov/emfac/2021/.

City of Lynwood

2003. City of Lynwood General Plan, City of Lynwood. August 2003.

2006. Long Beach Boulevard Specific Plan, City of Lynwood. November 2006.

2013. City of Lynwood 2014-2021 Housing Element. March 2013.

2016. Lynwood Transit Area Specific Plan: Environmental Impact Report, City of Lynwood. September 2016.

2018. General Plan Amendment, City of Lynwood. July 2018.

Los Angeles County

2014. Los Angeles County General Plan: Update Draft Environmental Impact Report, Los Angeles County. June 2014.

2015. Unincorporated Los Angeles County Community Climate Action Plan 2020, Los Angeles County. August 2015.

South Coast Air Quality Management District

1993 SCAQMD Air Quality Significance Thresholds, South Coast Air Quality Management District. Revised 2020.

2003. White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, South Coast Air Quality Management District. August 2003.

2009. Final Localized Significance Threshold Methodology, Appendix C-1, 2006-2008 Thresholds for Construction and Operation with Gradual Conversion of N0x to $N0_2$, South Coast Air Quality Management District. Revised October 21, 2009.

2019. South Coast Air Quality Management District Air Quality Significance Thresholds; Toxic Air Contaminants, Odor, and GHG Thresholds; and Ambient Air Quality Standards for Criteria Pollutants. Revised April 2019.

HEALTH RISK ASSESSMENT FOR HOUSING ELEMENT UPDATE FOR THE CITY OF LYNWOOD, LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

INFRASTRUCTURE ENGINEERS
3060 Saturn Street, Suite 250
Brea, California 92821

Prepared by:

HANA RESOURCES, INC.
20361 Hermana Circle
Lake Forest, CA 92630
(949) 680-4400

HANA RESOURCES™
Environmental Enterprise Solutions

October 8, 2021

CERTIFICATION STATEMENT

I, Dale Schneeberger, hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

October 8, 2021

Date

Dale Schneeberger, PG, QSD/QSP
California State Professional Geologist #4737
HANA Resources, Inc.
20631 Hermana Circle
Lake Forest, CA 92630

Seal

TABLE OF CONTENTS

SECTION 1. Project Description and Summary

1.1. Introduction

HANA Resources, Inc. (HANA) was retained by Infrastructure Engineers to prepare this Health Risk Assessment letter report for the Housing Element Update for the City of Lynwood, Los Angeles County, California (Project). This study analyzes the potential health risk impacts that could potentially occur with Project implementation. Results of the data evaluation are compared to the appropriate regulatory compliance criteria, identifying areas within the City of Lynwood that represent potential impact with Project implementation.

1.2. Summary

1.2.1. Location and Setting

The City of Lynwood spans 3,099.26 acres in Los Angeles County, CA (**Exhibit I,** *Project Vicinity Map*). The City of Lynwood (City) is located in the central Los Angeles Basin (**Exhibit II,** *Project Location Map*) and is bounded on the east by the Los Angeles River and I-710 freeway. The remaining northern, western, and southern boundaries are situated along streets, avenues, boulevards, and highways within predominantly residential settings. Interstate 105 freeway approximately bisects the city in a generally east-west direction. Near the western boundary, Alameda Street and adjacent rail right-of-way (Alameda Corridor) runs in a generally north-south direction. Another major roadway, Long Beach Boulevard similarly runs in a north-south direction. On the east, Atlantic Avenue runs subparallel to the I-710 freeway. Near and parallel to the northern boundary, Imperial Highway runs in a generally east-west direction.

Major truck routes in the City include Imperial Highway, Alameda Street, Long Beach Boulevard, Atlantic Avenue, Wright Road, Martin Luther King Jr. Boulevard, Industry Way, Stanford Avenue, Drury Lane, and Santa Fe Avenue. (City of Lynwood General Plan 2003)

Single family, townhouse/cluster, and multifamily residential accounts for the vast majority of the land use within City limits. Commercial and industrial/manufacturing development accounts for the next major portion. The remaining non-transportation development includes schools, parks, government, institutional, and vacant land. Transportation related development includes streets and highways, and railroad (City of Lynwood General Plan 2003).

The Project is located on the United States Geological Survey South Gate Quadrangle, 7.5-Minute Series Topographic map (USGS 2018). The surface elevation ranges from approximately 75 to 100 feet above mean sea level (MSL), on a gentle coastal plain sloping to the south.

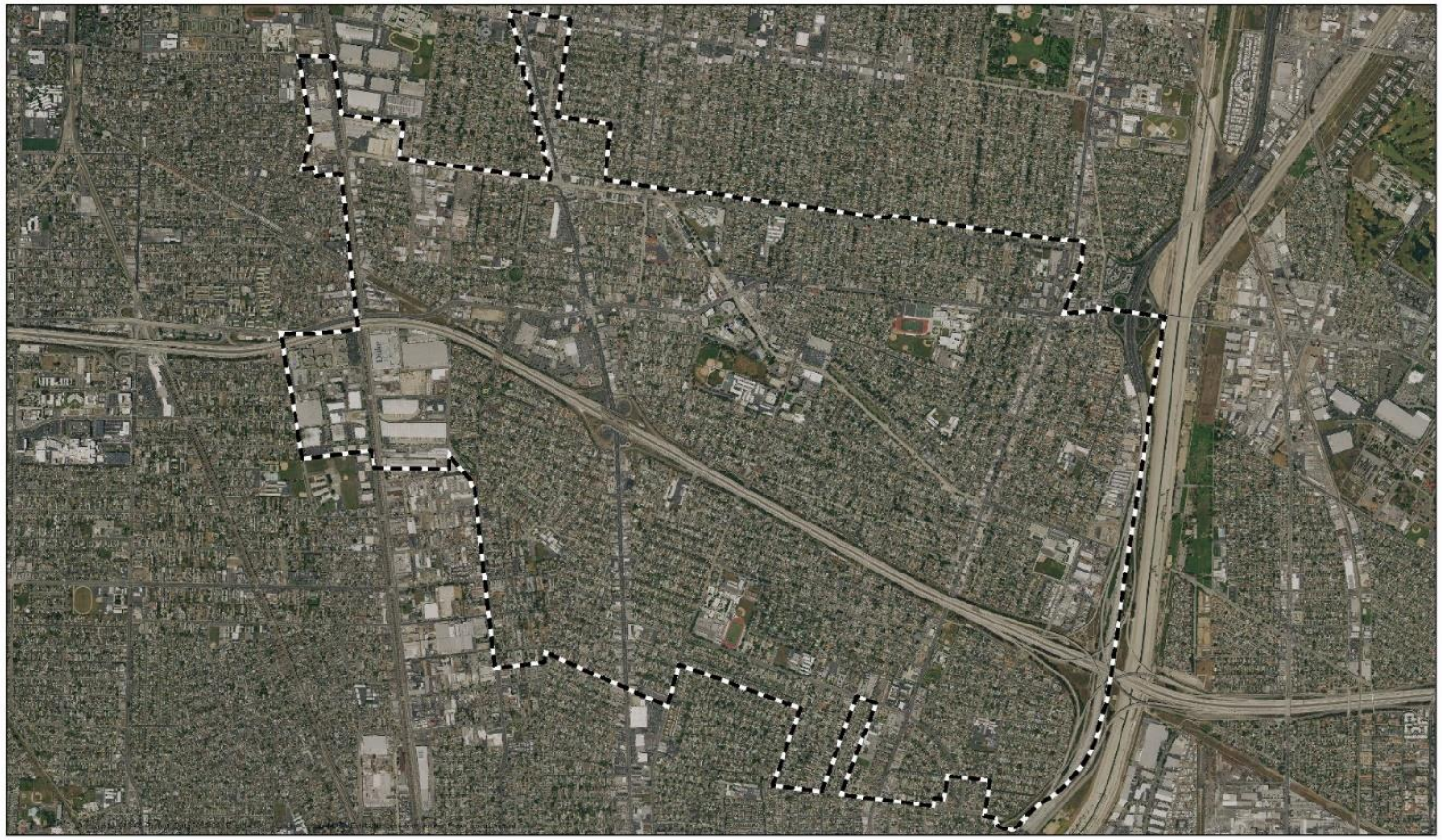
1.2.2. Proposed Project

Section 65302(c) of the California Government Code requires every city and county to adopt a Housing Element as a component to the General Plan. State law requires the Housing Element to include "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing." State law mandates the Housing Element "shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community." (City of Lynwood Housing Element 2013).

The 2014-2021 Regional Housing Needs Assessment (RHNA), formulated by the Southern California Association of Governments (SCAG), was utilized at the direction of the State Department of Housing and Community Development (HCD). The RHNA is the only model prepared by SCAG that disaggregates housing needs among all economic segments of the community (City of Lynwood Housing Element 2013).

Exhibit I: Project Vicinity Map

Exhibit II: Project Location Map



SECTION 2. Hazardous Materials

Hazardous materials are commonly used by all segments of our society including manufacturing and service industries, commercial enterprises, agriculture, military bases, hospitals, schools, and households. If improperly handled, stored, or disposed of these materials can have substantial health and environmental consequences (City of Lynwood General Plan 2003).

In recent years, there has been a decrease in the reported number of hazardous material incidents in the City of Lynwood. This is partly due to greater governmental controls and an enhanced awareness on the part of both the general public and the City's emergency services (City of Lynwood General Plan 2003).

2.1. Definition

Code of Federal Regulations CFR Title 40 Part 261 defines hazardous materials on the basis of ignitability Reactivity, corrosivity, and toxicity. Title 22 Division 4 (Environmental Health) of the California Administrative Code Health and Safety Code defines a hazardous material as a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics may either:

- Cause, or significantly contribute to an increase in mortality, or an increase in serious irreversible or incapacitating reversible illness; or
- Pose a substantial present or potential hazard to humans or the environment when improperly treated, stored, transported, disposed, or otherwise managed.

Hazardous materials include a wide range of potentially injurious substances including pesticides, herbicides, toxic metals and chemicals, gases and liquified gases, explosives, volatile chemicals, and nuclear fuels (City of Lynwood General Plan 2003).

2.2. Sources

According to the City of Lynwood General Plan (2003), the most common hazardous materials and hazardous waste problems and concerns within the City and its surrounding sphere of influence are related to transportation accidents, illegal dumping, underground storage tank (UST) leaks, leaking natural gas pipelines, commercial/industrial wastes, pesticides, and illegal drug laboratories. Each of these is briefly discussed in more detail in the following sections.

The State Water Resources Control Board manages a database system, GeoTracker, for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including Irrigated Lands, Oil, and Gas production, operating Permitted USTs, and Land Disposal Sites. Similarly, the California State Department of Toxic Substance Control manages a data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. The EnviroStor database contains information about properties in California where hazardous substances have been released or where the potential for a release exists.

2.2.1. Transportation

The uncontrolled release of hazardous materials from vehicle accidents on both the I-105 and I-710

freeways represents a real potential for occurrence. According to the City of Lynwood General Plan (2003), a wide variety of hazardous materials are carried by vehicles using these transportation arteries such that an estimated 20 to 25 percent contain some type of hazardous material. In addition, the Alameda Corridor railway also poses a potential risk of uncontrolled release of hazardous materials with an estimated 70 percent of the 100 or more trains in a 24-hour period carrying some type of hazardous material. Moreover, the city lies beneath the LAX flight corridor. An accident could involve an aircraft carrying hazardous materials and fuels in general overflight.

2.2.2. Illegal Dumping

Illegal dumping of hazardous wastes is a problem in many cities in the Los Angeles basin. According to the City of Lynwood General Plan (2003), illegal dumping occurs in a variety of forms including disposal on vacant land, into sewers or storm drains, or along a roadway. Other types of illegal dumping can include household wastes (such as used oils, paints, thinners and solvents, antifreeze, etc.) that is dumped by the owner/resident on their own property. Although there are programs in place to encourage the proper disposal of hazardous materials or wastes, the problem with illegal dumping persists and must be considered when developing/redeveloping a property.

2.2.3. Leaking USTs

Leaking underground storage tanks (USTs) pose a potential health risk to the development/redevelopment of properties in the City of Lynwood. However, according to the City of Lynwood General Plan (2003), significant progress has been made in replacing the old USTs. Potential negative impacts due to leaking USTs is especially high in the City due to the relatively shallow groundwater. Hazardous materials in the form of petroleum fuel hydrocarbons (gasoline, diesel, oil/waste oil) have been released impacting both soil and groundwater. However, increased regulatory oversight has greatly reduced the number of sites that are currently being investigated and/or under a cleanup order. This regulatory oversight combined with better containment and monitoring technology in recent years has greatly reduced the occurrence of unauthorized releases from USTs.

Based on a review of the GeoTracker online database, there are five (5) currently active LUST sites within the City limits as shown in **Table 1**, *Currently Active LUST Sites in the City of Lynwood*.

Table 1. Currently Active LUST Sites in the City of Lynwood

Property Name	Address	Case Status	Regional Board Case No.	Contaminant of Concern
Lynwood Dairy	12306 Atlantic Avenue South	Open – Site Assessment	R-02653	Gasoline
Former Target #27	12131 Long Beach Boulevard South	Open – Remediation	R-25468	Gasoline
Former Swanson's Texaco Service Station	11730 Long Beach Boulevard	Open – Site Assessment	902620089	Not Specified
U-Haul/Lynwood Moving Center	11716 Long Beach Boulevard	Open – Site Assessment	R-12239	Diesel
Garfield Express	11600 Long Beach Boulevard South	Open – Site Assessment & Interim Remedial Action	R-23001	Volatile Organic Compounds

2.2.4. Leaking Natural Gas Pipelines

Pipelines that supply natural gas to residential and commercial/industrial customers within the City of Lynwood are located beneath the ground. Leaks can occur when gas pipelines are damaged during construction activities. According to the City of Lynwood General Plan (2003), The County of Los Angeles Fire Department responds to natural gas pipeline leaks per agreement.

2.2.5. Commercial/Industrial Wastes

According to City of Lynwood General Plan (2003), the most common sources of commercial hazardous materials in the City are associated with automotive repair and auto body shops, dry cleaners, and industrial operations. Typical hazardous materials encountered in automotive repair shop operations include halogenated (chlorinated) cleaning solvents, antifreeze, ethylene glycol, and various oils and greases. Autobody shops commonly use a variety of paints, paint solvents and thinners in their operations. Releases of hazardous materials or wastes are associated with dry cleaners has greatly diminished over the years due to changes in the cleaning process chemicals used. However, other sources of potentially hazardous materials, such as photo processing facilities, utilize a number of chemicals in the development process including silver solutions and acid solutions. Additionally, many retail outlets sell hazardous materials; an upset due to an earthquake or fire could result in an unauthorized release.

Based on a review of the GeoTracker online database, there are three (3) Cleanup Program sites identified within the City limits as shown in **Table 2**, *Cleanup Program Sites in the City of Lynwood*.

Table 2. Cleanup Program Sites in the City of Lynwood

Property Name	Address	Case Status	Regional Board Case No.	Contaminant of Concern
McWhorter Tech/ Cargill Chemical	2801 Lynwood Road	Open – Inactive	902620016	Solvents
Martin Metal Finishing	12150 Alameda Street South	Open – Inactive	R-10908 (Transferred to DTSC)	Solvents
U-Haul/Lynwood Moving Center	11716 Long Beach Boulevard	Open – Inactive	1105C	Not Specified

2.2.6. Pesticides

Pesticides (and herbicides) may be present within the city limits. Typical pesticides and herbicides include organochlorine pesticides, organophosphate pesticides, and chlorinated herbicides. These may have been used in the past when the land within the City of Lynwood was more rural and agricultural activities were present. Residential landowners have also used these chemicals but on a more limited basis. These chemicals exhibit a range of toxicity and persistence in the soil, some taking decades to breakdown. However, some pesticides easily degrade and do not pose any long-term impact to topsoil or groundwater.

2.2.7. Illegal Drug Laboratories

According to City of Lynwood General Plan (2003), local emergency hazardous materials response teams have had to respond to a growing number of situations involving illegal drug laboratories and hazardous materials in the southeast area of the City.

2.3. Hazardous Materials Emergency Response

The City of Lynwood has a HazMat incident emergency response plan that is designed to address unauthorized releases of hazardous materials. The County of Los Angeles Fire Department is the Administrating Agency. The plan provides for a classification system to be used in determining the level of response required to handle an incident. Based on where the incident occurs, an Incident Commander (IC) is selected. For all incidents on the City's streets, roadways, or off-road on public or private property, the County of Los Angeles Fire Department function as IC. For incidents that occur along the I-105 freeway or I-710 freeway corridors, the California Highway Patrol assumes the role of IC, with Caltrans assisting with traffic control (City of Lynwood General Plan 2003).

SECTION 3. Air Quality

3.1. Local Climate and Meteorology

The project site is in the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, substantial vehicular traffic, and industry.

Stationary and mobile sources are the primary sources of air pollutant emissions in the SCAB. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. The natural environment can also generate air pollutants, such as when high winds suspend fine dust particles.

3.2. Toxic Air Quality Contaminants

Toxic air contaminants (TAC) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter; however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs commonly associated with gasoline dispensing stations include the organic compounds of benzene, toluene, and xylene. In particular, benzene is a known human carcinogen and can result in short-term acute and long-term chronic health impacts (United States Environmental Protection Agency [U.S. EPA] n.d.). Between 1990 and 2005, benzene in California's air was reduced by over 75 percent due to implementation of control technologies, such as vapor recovery systems, and reductions of benzene levels in gasoline (CARB 2005). Today, gasoline dispensing facilities account for a relatively small fraction of total benzene emissions. However, near source exposure resulting from gasoline dispensing facilities, particularly very high throughput retail or wholesale facilities, can result in elevated health risks to nearby sensitive receptors.

3.3. Air Quality Regulation

Federal and state governments have established ambient air quality standards for the protection of public health. The U.S. EPA is the federal agency designated to administer air quality regulation, while the CARB is the state equivalent in the California Environmental Protection Agency (CalEPA). County-level Air Quality Management Districts (AQMDs) provide local management of air quality. The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. The SCAQMD is the designated air quality control agency in the SCAB.

3.3.1. Toxic Air Contaminants

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

The SCAQMD regulates TAC emissions in the SCAB. SCAQMD's Rule 1401, *New Source Review of Toxic Air Contaminants*, establishes limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard indices from new permit units, relocations, or modifications to existing permit units emitting various TACs. Benzene, including benzene from gasoline, is included on SCAQMD's list of TACs subject to cancer risk and non-cancer hazard index limits.

3.4. Sensitive Receptors

SCAQMD Risk Assessment Procedures define receptors as any location outside the boundaries of a facility at which a person could experience repeated, continuous exposure. The procedures further note that sensitive receptors include any residence (e.g., private homes, condominiums, apartments, and living quarters), schools (including preschools and daycare centers), health facilities (e.g., hospitals, retirement and nursing homes, long-term care hospitals, hospices), as well as prisons, dormitories, or similar live-in housing where children, chronically ill individuals, or other sensitive persons could be exposed to TACs (SCAQMD 2017). Sensitive receptors in the vicinity of the project site include residences immediately southwest, west, northwest, and north of the Project site. SCAQMD Risk Assessment Procedures also recommend assessment of potential health risks at nearby occupational receptors.

The use or handling of hazardous materials such as would be expected at dry cleaning establishments, petroleum fueling station (gasoline and diesel), automotive repair facility, and/or other commercial or industrial activities that routinely use or store hazardous materials does occur within the City of Lynwood.

Since a majority of the City is developed as residential, typical potentially hazardous materials to be used would include those associated with household or commercial cleaning agents, paints, and other architectural coatings. These are normally acquired/purchased without the need for regulatory agency permits and/or documentation and are typically considered over-the-counter materials. Paints and other architectural coatings would be applied during construction and/or routine maintenance, but too infrequent to represent any significant environmental hazard.

SECTION 4. Impact Analysis

4.1. Hazardous Materials

4.1.1. Thresholds for Analysis

Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Checklist Answers

a) Less than Significant Impact

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

b) Less than Significant Impact

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

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

Compliance with existing laws and regulations governing transport, use, and storage of hazardous materials and wastes, and compliance with City of Lynwood General Plan policies would reduce potential impacts related to exposure of the public, Project site residents and Project site visitors or environment to hazardous materials to a less than significant level.

c) No Impact

Project-enabled development and operation may include temporary transport, storage and/or use of potentially hazardous materials including fuels, lubricating fluids, cleaners, and solvents. However, the level of impact that could result from any spillage would be insignificant due to the small amounts of the substances and required compliance with City and State regulations pertaining to use, storage and transport of such materials. Development of additional housing within the City would require a site-specific environmental analysis to evaluate whether the proposed development would result in an impact to an existing or proposed school within the one-quarter mile criteria. Based on the analysis presented in for Environmental Issue (a) and (b) above, no impact is expected.

d) Less than Significant Impact

Five LUST sites and three Cleanup sites are identified within the City limits. These generally occur along Atlantic Avenue, Long Beach Boulevard, and Lynwood Road, Alameda Street, and Long Beach Boulevard,

respectively, which are typically flanked by mostly commercial/industrial land uses. These sites would not represent sites for redevelopment as housing without first bringing them into regulatory compliance with the appropriate State Agency.

Other sites throughout the City will need to be screened prior to development. A Phase I Environmental Site Assessment (Phase I ESA) would be performed as part of the initial screening process; the findings incorporated into the environmental document. Such a screening would include identification of evidence of buried drums, buried containers, free liquids, odors, unusual depressions, or excavations that would indicate solid waste disposal activity. In addition, evidence of spills, releases or illegal disposal would also be evaluated. Other potential environmental concerns to be evaluated as part of the environmental screening process would include the presence of asbestos, lead based paint, urea-formaldehyde, mold, fluorescent light tubes, or mercury containing components.

Southern California Edison (SCE) pole-mounted transformers are present at many locations within the City limits. Transformers installed by SCE prior to 1978 contained insignificant concentrations of PCBs; those installed after 1978 were not likely to contain PCBs. In the event a transformer leaked, SCE would be responsible for cleaning up the contamination.

Since any proposed project would require a thorough environmental screening prior to implementation, such that no hazardous conditions would exist on the proposed development site, Project-enabled development and operation will not occur on a site listed as a hazardous materials site. Therefore, the impact level would be less than significant.

e) No Impact

The western City boundary is located approximately 9.5 miles east of Los Angeles International Airport, 5.5 miles east of the Hawthorne Municipal Airport; the southeastern City boundary is located approximately 2.2 miles northeast of the Compton/Woodley Airport. As a result, the area within City limits is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore, Project-enabled development and operation would not result in a safety hazard for people residing or working in the project area. No impact would result.

f) No Impact

There are not private airstrips located within the City of Lynwood. Therefore, Project-enabled development and operation would not result in a safety hazard for people residing or working in the Project area. No impact would result.

g) No Impact

There are many streets, boulevards, avenues and highways located within the City of Lynwood. Emergency access to a proposed development within Project site would be maintained from one of these roadways with no increase in response times for fire protection service, emergency service, or law enforcement service. Therefore, no impact would result.

h) No Impact

The City of Lynwood is a developed urban area, and is built out with residential, commercial, and public recreational uses. Open areas are limited to school grounds and public parks; there are no wildlands within City limits. There would be no risk of exposing people or structures to a significant loss, injury, or death involving wildland fires. Therefore, no impact would result.

4.2. Air Quality

4.2.1. Health Risk Significance Thresholds

The HRA analysis focuses on how additional development of housing within the City of Lynwood would impact health risks. The following South Coast AQMD significance thresholds for health risks are considered appropriate and were used for this HRA:

- Excess cancer risk of more than 10 in a million
- Noncancer hazard index (chronic or acute) greater than 1.0

These thresholds are typically applied to new industrial projects. However, for purposes of this analysis, these thresholds are used to determine whether implementation would result in significant health risk impacts from additional emissions. The methodology used in this HRA, as applicable, is consistent with South Coast AQMD and the Office of Environmental Health Hazard Assessment (OEHHA) guidance documents:

- OEHHA. Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments. February 2015.
- South Coast AQMD. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. August 2003.

In addition to the thresholds established above for pollutants, the SCAQMD has also defined health risk thresholds. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to toxic air contaminant (TAC)s. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of 70 years for sensitive receptors. Thus, an individual located in an area with a cancer risk of one would experience a one chance out of a population of one million of contracting cancer over a 70-year time period, assuming that individual lives in that area continuously for the entire 70-year time period.

TACs can also cause chronic (long-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non- cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL). The SCAQMD has established the following health risk thresholds.

4.2.2. Risk Characterization

Significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds have been developed by the SCAQMD. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in one million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding the project-generated one in one million risk. Additionally, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2015).

The South Coast AQMD has published a report on how to address cumulative impacts from air pollution: "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution" (Goss and Kroeger 2003). Page D-3 of the South Coast AQMD report states:

> …the South Coast AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Therefore, if the project's projected impacts are below the project-specific significance thresholds, the project would not result in significant cumulative impacts.

4.2.3. Carcinogenic Chemical Risk

The SCAQMD has established the following project-specific health risk significance thresholds (SCAQMD 2015):

- Maximum Incremental Cancer Risk: >=10 in 1 million.
- Hazard Index (project increment): >=1.0
- Cancer burden: > 0.5 excess cancer cases (in areas >=1 in 1 million)

A significant impact would occur if a project's impacts exceeded any of these thresholds.

A threshold risk of 10 in one million (1×10^{-6}) has been established as posing no significant risk for exposures to carcinogens. Health risks associated with exposure to carcinogenic compounds can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined by multiplying the chemical's annual concentration by its cancer potency factor (CPF), a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway.

It is an upper-limit estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter (µg/m3) over a lifetime of 70 years. Recent guidance from OEHHA recommends a refinement of the standard point-estimate approach to use age specific breathing rates and age sensitivity factors (ASF) to assess risk for susceptible subpopulations, such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the CPF in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)-1 to derive the cancer risk estimate.

4.2.4. Noncarcinogenic Hazards

An evaluation of the potential noncancer effects of chronic and acute chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor level (ground) concentration of each chemical compound with the appropriate reference exposure limit (REL). Available RELs promulgated by OEHHA were considered in the assessment.

The hazard index approach was used to quantify noncarcinogenic impacts. The hazard index assumes that chronic and acute subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). Target organs identified in regulatory guidance were used for each discrete chemical exposure. Each chemical concentration or dose is divided by the appropriate toxicity value to calculate the hazard

index. This ratio is summed for compounds affecting the same toxicological endpoint. A health hazard is presumed to exist where the total equals or exceeds one.

4.2.5. Cumulative Health Risk Significance Thresholds

The AQMD (SCAQMD 2019) uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

4.2.6. Environmental Analysis

Other long-term operational TAC emissions include toxic substances such as cleaning agents in use on-site. Compliance with state and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 CAA Amendments as well as state-adopted regulations for the chemical composition of consumer products. Therefore, long-term operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.

Development within the City would not expose residents and workers to significant excess cancer risks associated with volatile organic vapors associated with gasoline dispensing or other industrial activities. This is further supported in that residents and workers at adjacent locations would spend a substantial portion of their time indoors, separated from potential emissions sources by walls and additional set-back distances. Therefore, the risk associated with the dispensing of gasoline fuels, emissions from the limited industrial activities, and emissions from the existing roadways and interstate corridors (I-105 and I-710) would be **less than significant**.

In addition, the potential exposure of residents and workers within the City of Lynwood to TAC emissions resulting from the long-term use of household and/or commercial cleaning agents, paints, and other architectural coatings, if used and handled in accordance with applicable state and federal regulations would be **less than significant**.

SECTION 5. References

California Air Pollution Control Officers Association (CAPCOA). 1997. Gasoline Service Station Industrywide Risk Assessment Guidelines. https://www.arb.ca.gov/ab2588/rrapiwra/GasIWRA.pdf (accessed June 2020).

California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available at: https://www.arb.ca.gov/ch/handbook.pdf (accessed June 2020).

California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed June 2020).

City of Lynwood
2013. City of Lynwood 2014-2021 Housing Element. March 2013.
2003. City of Lynwood General Plan, August 2003. January 2002.

International Agency on Research for Cancer. 1989. Monographs on the Evaluation of Carcinogenic Risks to Humans, Volume 45: Occupational Exposures in Petroleum Refining; Crude Oil and Major Petroleum Fuels, Diesel Fuels. https://monographs.iarc.fr/iarc-monographs-on-theevaluation-of-carcinogenic-risks-to-humans-76/ (accessed June 2020).

Office of Environmental Health Hazard Assessment. 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Available at: https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidancemanual-preparation-health-risk-0 (accessed June 2020).

South Coast Air Quality Management District (SCAQMD). 2015. SCAQMD Air Quality Significance Thresholds. Last modified: March 2015. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-qualitysignificance-thresholds.pdf (accessed June 2020).

2017. Risk Assessment Procedure for Rules 1401, 1401.1 and 212. Version 8.1. September 1, 2017. http://www.aqmd.gov/docs/default-source/permitting/rule-1401-riskassessment/riskassessproc-v8-1.pdf?sfvrsn=12 (accessed June 2020).

2018. AB 2588 and Rule 1402 Supplemental Guidelines (Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics “Hot Spots” Information and Assessment Act). July 2018. http://www.aqmd.gov/docs/default-source/planning/riskassessment/ab2588supplementalguidelines.pdf (accessed June 2020).

NOISE STUDY FOR
HOUSING ELEMENT UPDATE
FOR THE CITY OF LYNWOOD,
LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

INFRASTRUCTURE ENGINEERS
3060 Saturn Street, Suite 250
Brea, California 92821

Prepared by:

HANA RESOURCES, INC.
20361 Hermana Circle
Lake Forest, CA 92630
(949) 680-4400

HANA RESOURCES™
Environmental Enterprise Solutions

October 8, 2021

CERTIFICATION STATEMENT

I, Dale Schneeberger, hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

October 8, 2021

Date

Dale Schneeberger, PG, QSD/QSP
California State Professional Geologist #4737

HANA Resources, Inc.
20631 Hermana Circle
Lake Forest, CA 92630

Seal

TABLE OF CONTENTS

SECTION 1. Description and Summary

1.1. Introduction

HANA Resources, Inc. (HANA) was retained by Infrastructure Engineers to prepare this Noise Study letter report for the Housing Element Update for the City of Lynwood, Los Angeles County, California (Project). This study analyzes the potential noise and vibration impacts that could potentially occur with project implementation. Results of the data evaluation will be compared to the appropriate regulatory compliance criteria, identifying areas within the City of Lynwood that represent potential impact with Project implementation.

1.2. Summary

1.2.1. Location and Setting

The City of Lynwood spans 3,099.26 acres in Los Angeles County, CA (**Exhibit I,** *Project Vicinity Map*). The City of Lynwood (City) is located in the central Los Angeles Basin (**Exhibit II,** *Project Location Map*) and is bounded on the east by the Los Angeles River and I-710 freeway. The remaining northern, western, and southern boundaries are situated along streets, avenues, boulevards, and highways within predominantly residential settings. Interstate 105 freeway approximately bisects the city in a generally east-west direction. Near the western boundary, Alameda Street and a rail corridor runs in a generally north-south direction. Another major roadway, Long Beach Boulevard similarly runs in a north-south direction. On the east, Atlantic Avenue runs subparallel to the I-710 freeway. Near and parallel to the northern boundary, Imperial Highway runs in a generally east-west direction.

Major truck routes in the City include Imperial Highway, Alameda Street, Long Beach Boulevard, Atlantic Avenue, Wright Road, Martin Luther King Jr. Boulevard, Industry Way, Stanford Avenue, Drury Lane, and Santa Fe Avenue.

Single family, townhouse/cluster, and multifamily residential accounts for the vast majority of the land use within City limits. Commercial and industrial/manufacturing development accounts for the next major portion. The remaining non-transportation development includes schools, parks, government, institutional, and vacant land. Transportation related development includes streets and highways, and railroad. (Lynwood General Plan 2002)

The Project is located on the United States Geological Survey South Gate Quadrangle, 7.5-Minute Series Topographic map (USGS 2018). The surface elevation ranges from approximately 75 to 100 feet above mean sea level (MSL), on a gentle coastal plain sloping to the south.

Exhibit I: Project Vicinity Map

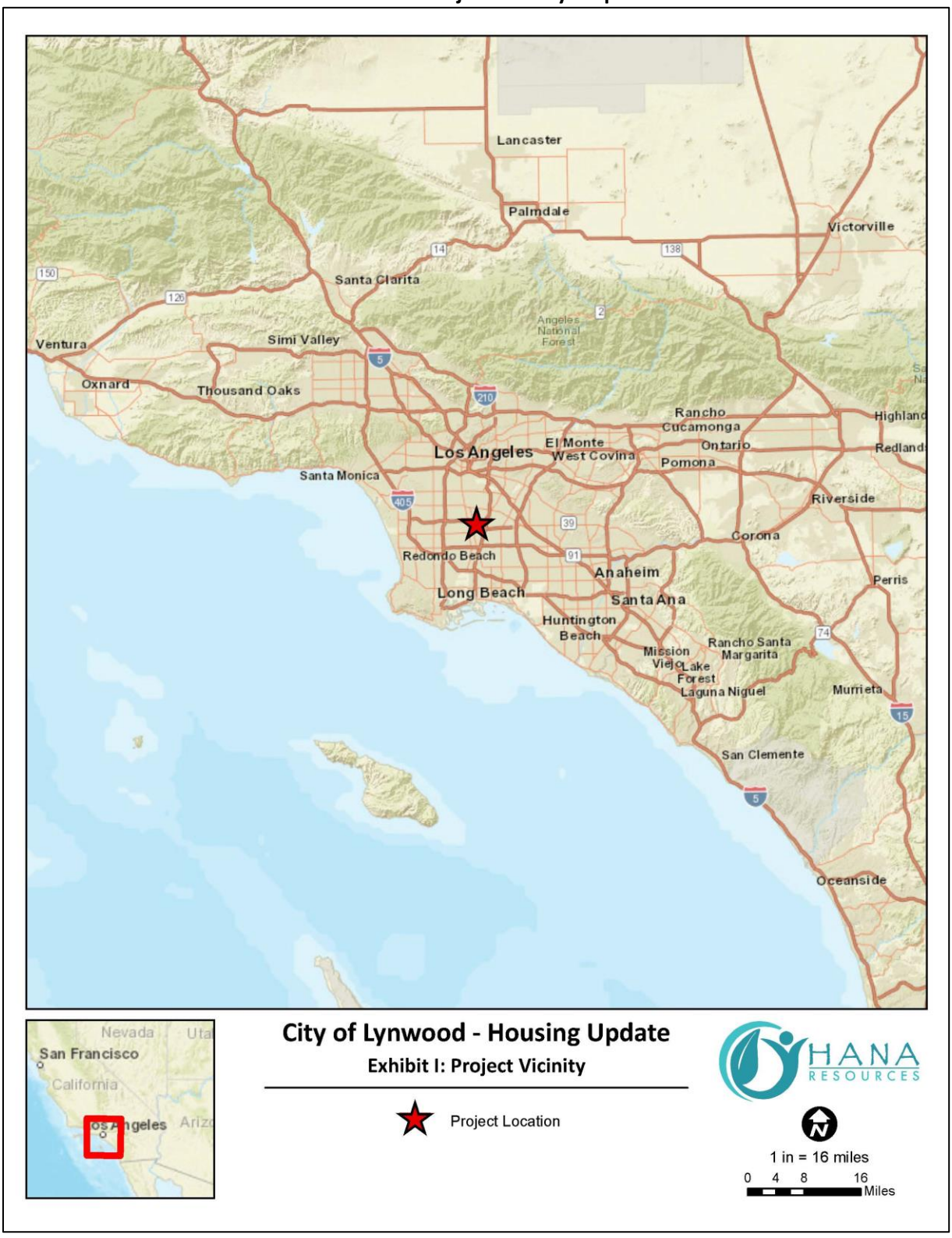
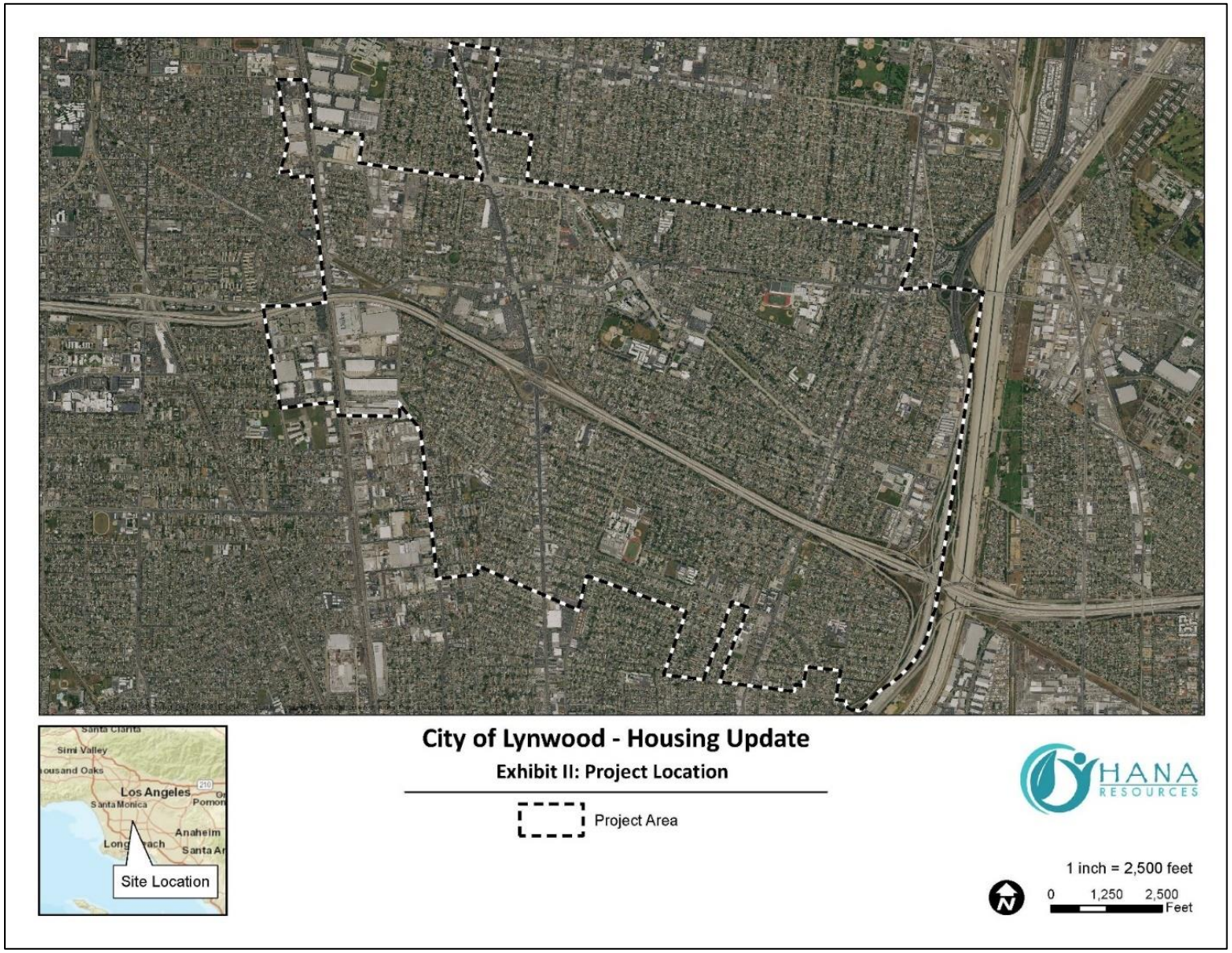


Exhibit II: Project Location Map



1.2.2. Proposed Project

Section 65302(c) of the California Government Code requires every city and county to adopt a Housing Element as a component to the General Plan. State law requires the Housing Element to include "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing." State law mandates the Housing Element "shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community." (City of Lynwood Housing Element 2013).

The 2014-2021 Regional Housing Needs Assessment (RHNA), formulated by the Southern California Association of Governments (SCAG), was utilized at the direction of the State Department of Housing and Community Development (HCD). The RHNA is the only model prepared by SCAG that disaggregates housing needs among all economic segments of the community (City of Lynwood Housing Element 2013).

SECTION 2. Background

2.1. Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds (Caltrans 2013). Excessive noise can be disruptive, be it from the continuous thrum of trucks traveling along a busy roadway or the whine of gasoline-powered leaf blowers on an otherwise quiet morning. Noise may interfere with communication, work, rest, recreation, and sleep, and can impact residents' quality of life.

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as "noisy" or annoying. Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound.

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes.

The effects of noise on people can be listed in three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as startling hearing loss

The levels associated with environmental noise in almost every case produce effects only in the first two categories. Workers in facilities such as industrial plants can experience effects in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual past experiences with noise.

Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of the existing environment to which one has adapted. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the hearers.

With regard to increases in A-weighted noise level, knowledge of the following relationships will be helpful in determining impacts of increased noise levels (City of Lynwood General Plan 2003):

- Except in carefully controlled laboratory experiments, change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3 dBA change is considered a just perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected.
- A 10-dBA change is subjectively heard as approximately doubling in loudness and would almost certainly cause an adverse change in community response.

The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10-decibel increase in sound level is perceived by the human ear as only doubling of the loudness of the sound. Ambient sounds in the urban environment generally ranges from 30 dBA (very quiet) to 100 dBA (very loud), as indicated in **Table 1**, *Typical Sound Levels*.

Table 1. Typical Sound Levels

Common Outdoor Activities	A-Weighted Sound Level in Decibels (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1000 feet	105	
Gas Lawnmower at 3 feet	100	Inside Subway Train
	95	
Noisy Urban Area (Daytime)	90	Food Blender at 3 feet Garbage Disposal at 5 feet
	85	
Diesel Truck (50 mph at 50 ft)	80	Shouting at 3 feet Garbage Disposal at 3 feet
	75	
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area	65	Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	Large Business Office
	55	
Quiet Urban Area (Daytime)	50	Dishwasher in Next Room
	45	

Table 1. Typical Sound Levels		
Common Outdoor Activities	**A-Weighted Sound Level in Decibels (dBA)**	**Common Indoor Activities**
Quiet Urban Area (Nighttime)	40	Theater, Large Conference Rm.. Library
Quiet Suburban Area during Nighttime	35	
	30	Library
Quiet Rural Area (Nighttime)	25	Bedroom at Night, Concert Hall (background)
	20	Sound Studio
	15	Broadcast/Recording Studio
	10	
	5	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2020

The average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels; that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner in which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5- dBA reduction in source noise levels at the receiver (FHWA 2011). Structures can substantially reduce occupants' exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

2.1.1. Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

Most of the sounds we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies that comprise a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measures is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources that create a relatively steady background noise in which no particular source is identifiable. Time variation in noise exposure is typically expressed in terms of a steady state energy level equal to the energy content of the time varying period (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period (City of Lynwood General Plan 2003).

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (Crocker 2007). Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. The statistical noise descriptors L_{10}, L_{50}, and L_{90} are commonly used. They are the A-weighted noise levels equaled or exceeded during 10, 50 and 90 percent, respectively, of a stated time period. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period. Normal conversational levels at three feet are in the 60 to 65-dBA L_{eq} range, and ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration 2018).

Finally, because community receptors are sensitive to unwanted noise intrusion during the evening and at night, California law requires that for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise period. When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or Ldn), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during

quieter nighttime periods (Caltrans 2013). Both descriptors give roughly the same 24-hour average (within about 1 dB) with the CNEL being slightly more restrictive (City of Lynwood General Plan 2003).

2.1.2. Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dBA for each doubling of distance. Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dBA for each doubling of distance.

2.2. Vibration

Ground borne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most ground borne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as ground borne noise. Ground borne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although ground borne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

2.2.1. Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013).

2.2.2. Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) identifies two impact criteria for buildings and humans from transient and continuous/frequent sources. This information is summarized in **Table 2**, *Vibration Damage Potential* that presents the impact criteria for buildings, and in **Table 3** *Vibration Annoyance Potential* that presents the impact criteria for humans.

Table 2. Vibration Damage Potential		
	Maximum PPV (in./sec.)	
Building Type	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and some old buildings	0.5	0.24
Other residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. PPV = peak particle velocity; in./sec. = inches per second		

Source: Caltrans 2020

Table 3. Vibration Annoyance Potential		
	Maximum PPV (in./sec.)	
Human Response	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Severe/Disturbing	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. PPV = peak particle velocity; in./sec. = inches per second		

Source: Caltrans 2020

2.2.3. Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

2.3. Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, school facilities, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels (Caltrans 2013).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment).

2.4. Noise Setting

The principal sources of noise in the City of Lynwood are motor vehicles traveling on area roads and highways, aircraft activities, train operations, and commercial/industrial operations. The City General Plan identifies the greatest generators of noise to be transportation uses, particularly traffic along Interstate-105, Interstate-710, Atlantic Avenue, Imperial Highway, Long Beach Boulevard, and Martin Luther King Jr. Boulevard. The Planning Area consists of relatively low and medium density urban development on a relatively flat landscape, surrounded by other urbanized areas. The City has industrial uses to the east and west, then Long Beach Freeway to the east and is bisected by the Century Freeway. In such settings, ambient noise levels tend to be higher (55 to 65 dBA) in most areas. Within this setting the primary noise-generating factors within the community include the transportation facilities such as I-105 Century Freeway and the Long Beach I-710 Freeway. Arterial roadways are also considered significant noise generators. In addition, the four rail lines that run along Alameda Street along the western boundary of the City and near the Planning Area and the Metro Green Line that runs on elevated tracks along Interstate-105 are significant noise generators (City of Lynwood General Plan 2003).

Aircraft approaching Los Angeles International Airport are the primary source of aircraft noise in Lynwood because flight paths from that Airport pass over the City. Noise generated by these aircrafts is regulated by the Federal Aviation Administration; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne Municipal Airport are the nearest municipal facilities, being respectively approximately 5½ miles and 7½ miles west of the Planning Area. Although aircraft-generated noise from these facilities would be audible from the Project site, the Project site is outside the 55 dBA CNEL noise contours for both these airports. Also, many uses in industrial areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, childcare centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood (City of Lynwood General Plan Amendment 2018).

Table 4, *Future CNEL Contour Spreadsheet* provides calculated noise contour distances for existing traffic on the existing arterial roadways in the Project Area. In most cases, the 0-dBA contour remains within the roadway of right-of-way for the arterial streets. The only major exceptions of this are the I-105 Freeway and the I-710 Freeway.

Table 4. Future CNEL Contour Spreadsheet							
Street Name	**Location**	**1997 ADT**	**2020 Estimate**	**70 CNEL**	**65 CNEL**	**60 CNEL**	**CNEL 100**
Abbott Road	W/O Cornish	12,034	13,237	32	68	147	63
Abbott Road	W/O Fracar	10,495	11,545	23	48	102	61
Abbott Road	W/O Pine	11,367	12,504	25	50	106	62
Abbott Road	W/O San Juan	9,697	10,667	22	47	101	60
Alameda Street	S/O Imperial	20,177	22,195	44	96	206	65
Alameda Street	S/O 103rd	26,927	29,620	54	115	210	65
Alameda Street	S/O 110th	24,785	27,264	75	165	326	68
Alameda Street	S/O 115th	25,938	28,532	51	110	238	66
Atlantic Avenue	S/O Josephine	19,196	21,116	43	65	204	65
Atlantic Avenue	S/O Walnut	18,314	20,145	42	63	200	64
Atlantic Avenue	S/O Pendleton	17,713	19,484	40	61	187	64
Atlantic Avenue	S/O Sanborn	16,750	18,425	39	84	180	64
Atlantic Avenue	S/O Lavina	20,145	22,160	44	96	206	65
Atlantic Avenue	S/O Las Flores	17,271	18,998	39	84	180	64
Atlantic Avenue	S/O Brewester	18,400	20,240	44	96	206	65
Bullis Road	N/O Euclid	6,772	7,449	10	43	92	34
Bullis Road	N/O Le Sage	7,872	8,659	20	44	94	35
Bullis Road	N/O Louise	10,217	11,239	23	48	102	61
Bullis Road	N/O MKL	7,416	8,158	20	44	94	35
Bullis Road	N/O Virginia	10,069	11,076	23	48	102	61
Bullis Road	N/O Walnut	9,800	10,780	22	47	101	60
California Avenue	S/O Alma	9,502	10,452	21	46	100	60
California Avenue	S/O Beechwood	5,786	6,365	6	60	120	61
Carlin Avenue	W/O Bradfield	6,213	6,834	8	66	128	61
Carlin Avenue	W/O Millrace	3,482	3,830		34	59	59
Carlin Avenue	W/O Waldorf	7,549	8,304	18	39	83	59
Imperial Highway	W/O Atlantic	26,216	28,838	52	112	241	66
Imperial Highway	W/O Elm	24,774	27,251	51	111	238	66
Imperial Highway	E/O Fernwood	23,255	25,581	47	102	220	65
Imperial Highway	E/O Los Flores	24,087	26,496	48	104	225	65
Imperial Highway	E/O Peach	27,796	30,576	54	117	252	66
Imperial Highway	W/O Standard	25,164	27,680	51	111	238	66
Imperial Highway	E/O State	25,464	28,010	52	112	241	66
Imperial Highway	E/O Stockwell	23,324	25,656	47	102	220	65

Table 4. Future CNEL Contour Spreadsheet							
Street Name	**Location**	**1997 ADT**	**2020 Estimate**	**70 CNEL**	**65 CNEL**	**60 CNEL**	**CNEL 100**
Imperial Highway	E/O Watts	24,806	27,287	51	111	238	66
Long Beach Blvd.	N/O Alma	31,232	34,355	58	125	272	66
Long Beach Blvd.	N/O Josephine	34,926	38,419	63	135	291	67
Long Beach Blvd.	N/O Los Flores	32,902	36,192	59	127	275	66
Long Beach Blvd.	N/O Palm	24,076	26,484	51	111	238	66
Long Beach Blvd.	N/O Sanborn	47,054	51,759	80	175	378	69
Long Beach Blvd.	N/O Seminole	29,931	32,910	55	121	258	66
Long Beach Blvd.	N/O Wisconsin	25,931	28,524	52	112	241	66
M. L. King Jr. Blvd.	E/O Benwell	14,980	16,478	29	62	134	62
M. L. King Jr. Blvd.	E/O Brenton	13,052	14,357	33	70	154	63
M. L. King Jr. Blvd.	E/O C. Chavez	11,176	12,294	25	50	106	62
M. L. King Jr. Blvd.	E/O Elisabeth	15,664	17,230	39	84	180	64
M. L. King Jr. Blvd.	E/O Elm	11,283	12,411	25	50	106	62
M. L. King Jr. Blvd.	E/O Louise	7,373	8,110	18	39	83	59
M. L. King Jr. Blvd.	E/O Pope	8,054	8,859	21	95	96	60
State Street	N/O Banning	9,647	10,612	22	47	101	60
State Street	N/O Beechwood	10,329	11,362	23	48	102	61
State Street	N/O Carlin	11,701	12,871	25	50	106	62
State Street	N/O Michigan	12,901	14,191	32	69	149	63
State Street	N/O Virginia	9,880	10,868	22	47	101	60
Wright Road	N/O Beechwood	2,271	2,498		6	73	58
Long Beach I-710	(Without Barrier)	230,000	253,000	479	1,032	2,224	80
Century I-105	(With Barrier)	233,000	256,300	251	1,145	1,145	76

Source: City of Lynwood General Plan 2003

The largest noise generators in the Project area are all transportation oriented: I-105 Freeway, the I-710 Freeway, and major arterials. In most cases, the 70-dBA contour remains within the roadway right-of-way for the arterial streets. They only major exceptions to this are the I-105 Freeway and the I-710 Freeway.

2.5. Regulatory Setting

2.5.1. City of Lynwood

California Government Code Section 65302(g) requires cities to prepare a Noise Element to identify and evaluate noise problems within the community. The State of California Office of Planning and Research (OPR) Noise Element Guidelines include recommended interior and exterior level

standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA CNEL.

A noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be "normally acceptable" for residential uses. The State indicates that locating residential units, parks, and institutions (such as churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments. In addition, Title 24, Part 2, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate construction features into the building's design that reduce interior noise levels to 45 dBA CNEL.

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

Chapter 3-12 of the City of Lynwood Municipal Code establishes regulations and standards pertaining to noise generation. The daytime noise standards for multi-family residential zones are 60 dBA between 7:00 a.m. and 7:00 p.m. and 60 dBA between 7:00 p.m. and 7:00 a.m. In addition, general construction activities are prohibited between 10:00 p.m. and 7:00 a.m. (City of Lynwood 2016a).

Land use and noise compatibility criteria have been developed from a number of sources including the California Office of Noise Control, Department of Housing and Urban Development, California General Plan Guidelines and Los Angeles County General Plan. In all of these rating systems, the community noise exposure level is compared to various land uses and is then defined as acceptable, unacceptable, or somewhere in between. The "normally acceptable" criteria are also generally consistent with the guidelines given in the City's existing Noise Element (City of Lynwood General Plan 2003).

The Noise and Land Use Compatibility Table (**Table 5**, *Noise and Land Use Compatibility Criteria*) illustrates the guidelines established by the City's Noise Element for acceptable noise levels for properties outside of airport influence areas (City of Lynwood General Plan 2003). This table provides the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels and is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table 5. Noise and Land Use Compatibility Criteria				
Land Use Category	**Community Noise Exposure (L_{dn} or CNEL, dBA)**			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential - Low Density Single Family, Duplex, Mobile Homes	50 – 60	55-70	70-75	75+
Residential - Multiple Family	50 – 65	60-70	70-75	75+
Transient Lodging - Motels, Hotels	50 – 65	60 – 70	70 – 80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80+
Auditoriums, concert Halls, Amphitheaters	N/A	50 – 70	N/A	65+
Sports Arenas, Outdoor Spectator Sports	N/A	50 – 75	N/A	70+
Playgrounds, Neighborhood Parks	50 – 70	N/A	67.5-75	72.5+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	N/A	70 – 80	80+
Office Buildings, Business, Commercial, Professional	50 – 70	67.5 – 77.5	75+	N/A
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75+	N/A

N/A – Not Applicable

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should not be undertaken

Source: City of Lynwood General Plan 2003

As shown in **Table 5**, low density residential uses are most sensitive to community noise with noise levels of 60 dBA CNEL and below considered "normally acceptable" (65 dBA CNEL for multifamily uses). For schools, churches, hospitals, and business and commercial areas, noise levels up to 70 dBA CNEL are "normally acceptable". For industrial, manufacturing, and utility uses, noise level up to 75 dBA CNEL may be considered "normally acceptable". In addition, some communities establish criteria for exterior environments. A common criterion is that the exterior area of dwellings in residential areas should not exceed 65 dBA CNEL begin to affect the usability of the space and make it difficult to achieve interior residential noise standards of 45 dBA CNEL without requiring fixed windows and full-time forced air ventilation.

2.5.2. City of Lynwood Noise Standards

The City of Lynwood's Noise Code (Section 3-12) is consistent with Title 24 or the California Code of Regulations. The Noise Code sets noise standards for specific land uses as well as limits for exterior, interior, and ambient sound levels to preserve a safe and healthy living environment and mitigate noise conflicts. The City of Lynwood General Plan (2003) includes a number of policies to protect those living, working, and visiting the community form exposure to excessive noise as follows:

- Policy NOI-1.1 Sensitive receptors – Prohibit the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses and sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are to exceed 65 dBA CNEL (decibels on A-weighted scale Community Noise Equivalent Level).
- Policy NOI-1.2 Sleep Interference – Ensure that excessive noise levels do not interfere with sleep through the implementation of land use requirements.
- Policy NOI-1.3 Protect Residential Areas – Ensure that exterior noise levels for dwellings in residential areas do not exceed exterior noise levels of 65 dBA CNEL and interior noise levels of 45 dBA CNEL.
- Policy NOI-1.4 Highway Noise – Continue to work with Caltrans and the Federal Highway Administration to mitigate noise impacts on sensitive noise receptors along the Century [I-105] and Long Beach Freeways [I-710].
- Policy NOI-1.5 Construction Noise – Provide guidelines to contractors for reduction potential noise impacts on surrounding land uses.

The City also provides implementation measures as shown in **Table 6**, *Noise Implementation Measures*.

Table 6. Noise Implementation Measures

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 Areas within the City where noise levels exceed 65 dBA CNEL shall be used as a guide to future land use considerations within the Planning Area.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
2.0 They City shall require sound attenuation features such as walls, berming, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept. Building Dept.	Development Review Ongoing
3.0 The City shall require the project applicant to prepare an acoustical analysis for development proposals containing sensitive noise receptors (such as residential uses) within noise-impacted areas or in areas that contain a known or proposed noise generator. A study shall also be required if a noise generator has the potential to impact existing sensitive land uses. The appropriate time to require an acoustical analysis is during the environmental review process when mitigation can be developed to lessen noise impacts and	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review

Table 6. Noise Implementation Measures			
incorporated into the project design. Acoustical analysis shall: • Be prepared by an individual who is experienced in the preparation of acoustical analyses • Include an explanation of the methodology used in sampling of existing noise levels • Include an estimate of the projected noise levels as a result of the proposed project or the projected levels of noise to which the proposed project will be subjected.			
4.0 Where attenuation for excessive noise is necessary, the City shall require alternatives to walls such as open space, earthen berms, landscaping, and locating parking and buildings between the noise generator and sensitive receptors.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
5.0 In areas in where sound walls are to be used, the city shall require that sound walls be designed and located to lessen the impact of noise bounce-back.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
6.0 Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction shall occur on Sundays or national holidays without a special permit.	NOI-1.6	Community Development Dept. Public Services Dept.	Ongoing Construction Monitoring
7.0 Construction staging areas, water tanks, and other support areas shall be located as far from residential and other sensitive receptors as possible. These use areas shall be noted on a project plan submitted with the grading plan.	NOI-1.6	Community Development Dept. Public Services Dept.	Ongoing Construction Monitoring

Source: City of Lynwood General Plan 2003

2.5.2.1. Ambient Base Noise Level

Ambient noise shall mean all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. Ambient noise level shall mean the level obtained when the noise level is averaged over a period of fifteen (15) minutes without inclusion of noise from isolated identifiable sources, at the location and time of day near that at which a comparison is to be made.

Section 3-12 of the Lynwood Municipal Code sets guidelines for acceptable ambient noise levels by zoning district (**Table 7**, *Ambient Noise Level Standards*). It is unlawful for any person within the City to make, cause, or allow to be produced noise which is received on property occupied by another person within the designated zone in excess of the following levels. At the boundary line between two (2) different zones, the noise level of the quieter zone shall be used. (Ord. #1570, §2).

Table 7. Ambient Noise Level Standards			
Zone	**Day (7:00 A.M. to 7:00 P.M.)**	**Evening (7:00 P.M. to 10:00 P.M.)**	**Night (10:00 P.M. to 7:00 A.M.)**
R-1 and R-2	60	60	60
R-3	60	60	55
Commercial	65	65	60
Manufacturing	75	75	75
Zoning district codes: R-1: Single-family residential R-2: Townhouse, cluster and two-family residential R-3: Multi-family residential			

Source: City of Lynwood 2016a

2.5.2.2. Exterior Sound Level Limits

LA County Code of Ordinances (LA County 1987) sets guidelines for acceptable exterior noise levels by land use (**Table 8**, *Exterior Noise Standards*). Chapter XXV of the Lynwood Municipal Code (City of Lynwood 2016b) establishes that, without a variance granted by the City of Lynwood, it is unlawful to generate noise that exceeds exterior noise standards for the applicable land use category by any of the following:

1. Up to 3 decibels for more than 30 cumulative minutes per hour;
2. Plus 5 decibels for more than 5 cumulative minutes per hour;
3. Plus 10 decibels for more than 3 cumulative minutes per hour;
4. Plus 15 decibels for more than 1 cumulative minute per hour;
5. Plus 20 decibels for any period of time.

If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

Except as provided in this municipal code, the following sources of noise are exempt from the standards contained in this section:

1. Motor vehicles subject to regulation under the California Vehicle Code.
2. Emergency equipment, vehicles, and devices. (Ord. #1563, §3)

Unless otherwise herein provided, the following exterior noise levels (**Table 8**) shall apply to all receptor properties within a designated noise zone:

Table 8. Exterior Noise Standards			
Noise Zone	**Designated Noise Zone Land Use (Receptor property)**	**Time Interval**	**Exterior Noise Level (db)**
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 pm to 7:00 am (nighttime)	45
		7:00 am to 10:00 pm	50

Table 8. Exterior Noise Standards			
Noise Zone	**Designated Noise Zone Land Use (Receptor property)**	**Time Interval**	**Exterior Noise Level (db)**
		(daytime)	
III	Commercial properties	10:00 pm to 7:00 am (nighttime)	55
		7:00 am to 10:00 pm (daytime)	60
IV	Industrial properties	Anytime	70
Receptor properties are hereby assigned to the following noise zones: **Noise Zone I**—Noise-sensitive area **Noise Zone II**—Residential properties **Noise Zone III**—Commercial properties **Noise Zone IV**—Industrial properties (Ord. 11778 § 2 (Art. 4 § 402), 1978: Ord. 11773 § 2 (Art. 4 § 402), 1978.)			

Source: LA County 1987

2.5.2.3. Interior Sound Level Limits

LA County Noise Control Ordinance (12.08.010) provides guidance for sources of indoor sound by land use category and sets standards as outlined below (**Table 9**, *Interior Noise Standards*). This section prohibits sources of indoor sound, when measured inside another dwelling unit, school, or hospital, to exceed:

1. Up to 5 decibels for more than 5 cumulative minutes per hour;
2. Plus 5 decibels for more than 1 cumulative minute per hour;
3. Plus 10 decibels for any period of time.

The following interior noise levels for multifamily residential dwellings shall apply, unless otherwise specifically indicated, within all such dwellings with windows in their normal seasonal configuration.

Table 9. Interior Noise Standards			
Noise Zone	**Designated Land Use**	**Time Interval**	**Allowable Interior Noise Level (dB)**
All	Multifamily	10 pm—7 am	40
	Residential	7 am—10 pm	45

Source: LA County 1987

If the measured ambient noise level reflected by the L50 exceeds that permissible within any of the interior noise standards in subsection A of Section 12.08.390, the allowable interior noise level shall be increased in 5dB increments in each standard as appropriate to reflect said ambient noise level (L50). (Ord. 11778 § 2(Art. 4 § 404), 1978: Ord. 11773 § 2 (Art. 4 § 404), 1978.)

2.5.2.4. General Noise Regulations

It is the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed. (City of Lynwood 2016a; Ord. #1570, §2)

The Lynwood Municipal Code provides exemptions that include:

1. Emergency work;
2. Lawfully conducted parades or carnivals;
3. Aircraft flight operations
4. Bells and chines while being used in conjunction with religious services;
5. Systems used to warn the community of attack or imminent public danger (Ord. #1570, §2)

The noise standards shall apply to land uses citywide and shall be used to define acceptable and unacceptable noise levels. Construction activities that generate noise must not take place between 7:00 p.m. and 7:00 a.m. on weekdays, or at any time on Sundays or federal holidays.

SECTION 3. Impact Analysis

3.1. Significance Thresholds

Criteria for determining the significance of impacts resulting from Noise have been developed in accordance with Appendix G of the *State CEQA Guidelines* (2020) and threshold considerations established by City of Lynwood. A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. If the existing noise environment is quiet and the new noise source greatly increases the noise exposure, even though a criterion level might not be exceeded, some impact may occur. Lacking adopted standards for evaluating such impacts, general considerations for community noise environments are that a change of over 5 dBA is readily noticeable when the existing noise level is less than 60 dBA and, therefore, is considered a significant impact. Increases in the ambient noise level between 3 dBA and 5 dBA are noticed when existing noise levels are between 60 dBA and 65 dBA, therefore a significant impact would occur under these conditions. Changes in community noise levels greater than 1.5 dBA are noticeable when the existing noise level is greater than 65 dBA; therefore, a significant impact would occur.

3.1.1. Construction (Short-term) Noise

City Municipal code allows for construction activities that generate noise to occur 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction noise is not allowed on Sundays or federal holidays unless a variance has been granted by the City of Lynwood. According to the analysis in the EIR General Plan Update, the City would require each project to implement mitigation measures that address construction-related noise in order to minimize impacts to surrounding sensitive receptors (City of Lynwood 2016a).

It shall be unlawful for any person within a residential zone, or within a radius of five hundred feet (500') therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of ten o'clock (10:00) P.M. of one day and seven o'clock (7:00) A.M. of the next day in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the director of development services or his or her designee. No permit shall be required to perform "emergency work" as defined in subsection 3-12.2 of this section (City of Lynwood 2016a; Ord. #1570, §2).

Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

Except as otherwise provided in this section, a person, on any Sunday, or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day, shall not perform any construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, where any of the foregoing entails the use of any air compressors; jackhammers; power-driven drill; riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron, or any other machine, tool, device or equipment which makes loud noises to the disturbance of

persons occupying sleeping quarters in a dwelling, apartment, hotel, mobile home, or other place of residence (City of Lynwood 2016a; Ord. 9818 § 1, 1969: Ord. 8594 § 6, 1964.).

The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

At Residential Structures

a) Mobile Equipment. Maximum noise levels for non-scheduled, intermittent, short-term operation (less than 10 days) of mobile equipment are provided in **Table 10**, *Noise Standards for Mobile Equipment*.

Table 10. Noise Standards for Mobile Equipment

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75dBA	80dBA	85dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

Source: LA County 1987

b) Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment are provided in **Table 11**, *Noise Standards for Stationary Equipment*.

Table 11. Stationary Equipment Standards

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60dBA	65dBA	70dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	60dBA

Source: LA County 1987

At Business Structures

a) Mobile equipment. Maximum noise levels for non-scheduled, intermittent, short-term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85dBA.

All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

In case of a conflict between this chapter and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control (LA County 1987; Ord. 11778 § 2 (Art. 5 § 501(c)), 1978: Ord. 11778 § 2 (Art. 5 § 501(c)), 1978.).

Construction activity generates noise that has a short-term impact on ambient noise levels. Noise generated by but not limited to construction equipment, including trucks, graders, bulldozers, concrete

mixers, and portable generators, can reach high levels and have the potential to impact nearby sensitive land uses. The construction noise impacts to a particular area are dependent upon a number of factors specific to the project. Some of the factors include proximity to sensitive land use, time of day, intervening barriers, level of construction (i.e., number and type of construction equipment that is operating simultaneously), and the duration of the project's construction phase.

Worst-case examples of construction noise at 50 feet are presented in **Table 12**, *Typical Construction Equipment Noise Emission Levels*. The peak noise level for most of the equipment that would be used during construction is in the range of 55 to 85 dBA at a distance of 50 feet. Noise levels at further distances are less.

Table 12. Typical Construction Equipment Noise Emission Levels

Equipment Type	Equipment L_{max} dBA at 50 feet (~15 meters)
Auger Drill Rig	85
Backhoe	80
Compactor (ground)	80
Compressor (air)	80
Concrete Mixer Truck	85
Crane	85
Dozer	85
Dump Truck	84
Front End Loader	80
Generator	70
Grader	85
Paver	85
Jackhammer	85
Pickup Truck	55
Pneumatic Tools	85
Vacuum Street Sweeper	80

Source: FHWA 2006

There are no standardized state or federal regulatory standards developed for assessing construction noise impacts. However, the Federal Transit Administration (FTA) has developed and published a guideline criterion that is considered to be reasonable to assess noise impacts from construction operations. The FTA noise criteria relevant to the project site is summarized in below in **Table 13**, *FTA Construction Noise Criteria*.

Table 13. FTA Construction Noise Criteria

	8-hour (dBA L_{eq})		30-Day Average Ldn (dB) or Leq (dBA)
Land Use	**Day**	**Night**	
Residential	80	70	75
	1-hour (dBA L_{eq})		
Residential	90	80	

Source: FTA 2018

The City would require each project to implement the proposed General Plan Update Policies, and Policy Actions, and mitigation measures that address construction-related noise in order to minimize impacts to surrounding sensitive receptors. Through the environmental review process for individual projects, additional mitigation may also be required to further reduce construction-related noise impacts to a less than significant level.

3.1.2. Land Use Compatibility

The City has adopted noise guidelines that provide the normally acceptable, conditionally acceptable, normally unacceptable, and conditionally unacceptable noise levels for different land uses. According to the City's noise compatibility matrix provided in **Table 5**, ambient noise up to 60 to 75 dBA CNEL is normally acceptable.

3.1.3. On-site Operational Noise

As described in the Noise Element of the City of Lynwood General Plan (City of Lynwood General Plan 2003), a stationary noise producer is any entity in a fixed location that emits noise. Stationary noise producers are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. These structures are often a permanent fixture and are required for the particular land use. Industrial and manufacturing facilities are also stationary noise producers that may affect sensitive land uses. Furthermore, while noise generated by the use of motor vehicles over public roads is preempted from local regulation, the City of Lynwood considers the use of these vehicles to be a stationary noise source when operated on private property such as at a truck terminal or warehousing facility. The emitted noise from the producer can be mitigated to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block-walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer.

3.1.4. Off-site Traffic Noise

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

3.1.5. Construction Vibration

The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the Caltrans criteria shown in Table 19 of the Guidance Manual, construction

vibration impacts would be significant if vibration levels exceed 1.0 in/sec PPV (transient sources) and 0.5 in/sec PPV (continuous/frequent intermittent sources) for new residential structures, which are the limits where minor architectural damage may occur to each type of buildings. In addition, construction vibration impacts would cause human annoyance at nearby receivers if vibration levels exceeded 0.25 in/sec PPV, which is the limit where vibration becomes distinctly perceptible from 0.04 in/sec PPV (barely perceptible) for transient sources, and 0.04 in/sec PPV (distinctly perceptible) from 0.01 in/sec PPV (barely perceptible) for (continuous/frequent intermittent sources).

3.1.6. Construction Noise

Construction equipment operates in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some may have high-impact noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). In typical construction projects, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction.

3.1.7. Ground Borne Vibration

A quantitative assessment of potential vibration impacts from construction activities may be conducted using the equations developed by Caltrans (Caltrans 2013b). For example, the greatest vibratory sources during construction would be from operation of large dozers, loaded trucks, jackhammers, and small dozers. **Table 14**, *Typical Vibration Levels During Construction Activities* shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 14. Typical Vibration Levels During Construction Activities

Equipment	in/sec. PPV at 25 feet	Velocity Decibels (VdB) at 25 feet
Large Dozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Dozer	0.003	58

Table 14. Typical Vibration Levels During Construction Activities

Source: Caltrans 2013 and FTA 2018

3.2. Thresholds for Analysis

Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan lor noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project areas to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion of Checklist Answers

a) Less Than Significant Impact

To ensure that future development projects implement appropriate construction noise controls, the City requires development projects that are subject to discretionary review to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations (City of Lynwood 2016a). Such measures may include, but are not limited to: 1) construction management techniques (e.g., providing advance notice of construction activities to nearby noise-sensitive receptors, siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings, monitoring construction); 2) construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; 4) preparation of a plan, procedures, or other mechanism to receive track, respond, and resolve construction noise complaints, including designation of an on-site appointee to handle such complaints, and report back to City staff; and 5) require monitoring construction noise levels if complaints are received to verify the need for additional noise controls.

Based on FHWA guidance, a significant impact would occur if project-generated construction noise exceeds 85 dBA L_{max} noise limit during the day and 80 dBA L_{max} noise limit during the night at the nearest residences (FHWA 2006). Similarly, FTA guidance (**Table 10**) allows for a 90 dBA L_{eq} (1 hour) noise limit during the day and 80 dBA L_{eq} (1 hour) noise limit during the night, and an 80 dBA L_{eq} (8 hour) noise limit during the day and 70 dBA L_{eq} (8 hour) noise limit during the night at the nearest receptor.

Noise levels associated with Project-enabled grading and construction would be substantially higher than ambient noise levels. The Lynwood Noise Ordinance mandates that no construction activities will occur between 10:00 p.m. and 7:00 a.m. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, any proposed construction within the Project area would be required to meet City noise ordinance mandates. Therefore, impact is considered to be less than significant impact.

b) Less Than Significant Impact

Certain types of construction equipment can generate high levels of ground borne vibration. Typically, construction activities would potentially utilize various pieces of heavy equipment. Vibration impacts are assessed based on the distance from the location of vibration-intensive construction activities to the nearest sensitive receiver. Prior to implementation of a project development, an analysis of potential environmental impact may be required. However, any proposed construction within the Project area would be required to meet City noise/vibration ordinance mandates. Therefore, impact is considered to be less than significant impact.

c) No Impact

Project related construction would be temporary and performed within compliance of City ordinances. Also, many uses in the commercial/industrial areas in Lynwood generate noise from regular operation of equipment such as generators, fans, chillers, compressors, boilers, pumps and air conditioning systems. Furthermore, gasoline stations, car washes, fire stations, commercial mechanical equipment, childcare centers and schools produce noise that can be sources of irritation due to their more frequently being located near residential areas in Lynwood (City of Lynwood General Plan Amendment 2018). However, any proposed construction within the Project area would be required to meet City noise ordinance mandates. Implementation of the Project would not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, no impact.

d) Less Than Significant Impact

Implementation of the Project would potentially create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project. Construction and operation would be performed in compliance with City ordinances. Prior to implementation of a project development, an analysis of potential environmental impact may be required. Therefore, impact is considered to be less than significant impact.

e) No Impact

The Project is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. A major source of excessive noise is airports. Title 21 of the California Code of Regulations establishes the maximum acceptable level of aircraft noise in proximity to residences, schools, hospitals, and places of assembly at 65 dB CNEL. Aircraft

approaching Los Angeles International Airport are the primary source of aircraft noise in Lynwood because flight paths from that Airport pass over the City. Noise generated by these aircraft is regulated by the Federal Aviation Administration; that is, such noise regulation is outside the jurisdiction of the City. The Compton/Woodley Airport and the Hawthorne municipal Airport are the nearest municipal facilities, being respectively approximately 5½ miles and 7½ miles west of the Project site. Although aircraft-generated noise from these facilities would be audible from the Project site, the Project site is outside the 55 dBA CNEL noise contours for both these airports. Therefore, no impact

f) No Impact

The Project is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels. There, no impact.

SECTION 4. References

California Department of Transportation (Caltrans)

2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2) https://www.dtsc- ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/Caltrans_2013a_Tech_Noise_Supplement.pdf (accessed March 2021).

2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-20-365.01.01). Updated April 2020. http://website.dot.ca.gov/env/noise/docs/tcvgm-sep2013.pdf (accessed March 2021).

City of Lynwood

2003. City of Lynwood General Plan 2020. City of Lynwood Department of Community Development, Los Angeles County, California.

2013. City of Lynwood 2014-2021 Housing Element. March 2013.

2016a. Lynwood Municipal Code. A Codification of the General Ordinances of the City of Lynwood, California. Chapter 3, Section 3-12: Noise.

2016b. Lynwood Municipal Code. A Codification of the General Ordinances of the City of Lynwood, California. Chapter 25, Article 90.

2018. General Plan Amendment/Zoning Code Amendment. Initial Study. City of Lynwood, Department of Community Development.

Crocker, Malcolm J. Crocker (Editor)

2007. *Handbook of Noise and Vibration Control Book*, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

Federal Highway Administration (FHWA)

2006. *FHWA Highway Construction Noise Handbook.* (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). U.S. Department of Transportation, Washington, DC. Available URL: https://rosap.ntl.bts.gov/view/dot/8837/dot_8837_DS1.pdf? (accessed March 2021).

2011. *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA-HEP-10-025). Available URL: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf (accessed March 2021).

Federal Transit Administration (FTA)

2018. Transit Noise and Vibration Impact Assessment Manual. U.S. Department of Transportation, Washington, DC. Available URL: https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123 (accessed March 2021).

Los Angeles County

1987. Code of Ordinances. Chapter 12.08 Noise Control. (Ord. 11778 § 2 (Art. 1 § 101), 1978: Ord. 11773 § 2 (Art. 1 § 101), 1978.)