

2. SUMMARY

To aid the public and decision-makers in understanding the findings of an EIR, Guidelines §15123 requires that a summary be provided which discusses the significant environmental effects and mitigation measures, areas of controversy, and issues to be resolved.

Executive Summary

This Environmental Impact Report (EIR) discusses the environmental impacts associated with development anticipated under the proposed Downtown Newhall Specific Plan.

Downtown Newhall is located in the City of Santa Clarita, approximately midway between the Golden State Freeway (5) and the Antelope Valley Freeway (14), about 35 miles north of Downtown Los Angeles. Downtown Newhall encompasses roughly 50 blocks in the southern portion of the City.

The purpose of the project, the proposed Downtown Newhall Specific Plan, is to provide a comprehensive vision for the redevelopment and revitalization of the Downtown Newhall Area consistent with the historical development patterns of the area. The Downtown Newhall area has long been recognized as a cultural resource, due to the buildings of local historic significance. The intent of the plan is to provide for development built on the fundamentals of mixed-use, traditional neighborhoods, and transit-orientated design. The overall objectives of the proposed Specific Plan are to (1) reaffirm the vision of past plans for the area (outlined in Section 3.0); (2) translate the vision to physical terms; and (3) provide specific tools and a high level of detail for implementation of physical improvements, including parking.

Residential, Commercial and Civic land uses are expected to predominate the development mix in the area. The proposed Specific Plan anticipates that more than 700

additional residential units could be built in the area. The proposed Specific Plan also anticipates construction of almost 300,000 square feet of new commercial space.

Areas of Controversy Known to the Lead Agency

No significant areas of controversy were known to the lead agency at the time of this writing. There are no known hazardous materials sites located within the planning area.

Impacts Found to be Less Than Significant

Agricultural Resources. The project will have no impact on agricultural resources; the site is currently developed and does not support agricultural operations.

Biological Resources. The project will not conflict with local policies and ordinances, and will not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural Resources. This project will have a less than significant impact on unique paleontological resources or sites or unique geologic features.

Geology and Soils. The project will not pose risks associated with:

- rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map;
- seismic-related ground failure;
- a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- expansive soil;

- landslides or 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.

Hazards and Hazardous Materials. This project will not emit hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. This project is not:

- located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- 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, resulting in a safety hazard for people residing or working in the project area; and
- located within the vicinity of an airstrip.

Hydrology and Water Quality. This project will not:

- violate any water quality standards or waste discharge requirements;
- have impacts associated with seiche, tsunami, or mudflow.

Land Use Planning. This project will not physically divide an existing community.

Mineral Resources. Impacts to mineral resources are considered less than significant.

Noise. The project is not located within an airport land use plan or private airstrip.

Transportation/Traffic. This project will not result in a change in air traffic patterns.

Issues to be Resolved

No known issues are remaining to be resolved.

Summary of Environmental Impacts and Mitigation Measures

Table 2.0-1 outlines the impacts of the proposed Specific Plan, their levels of significance, mitigation applied to each impact, if applicable, and the residual level of significance.

Impacts are categorized in the following manner:

- Class I. Significant and Unavoidable
- Class II. Significant but Mitigable
- Class III. Less than Significant
- Class IV. Beneficial

Summary of Alternatives

A fundamental aspect of environmental analysis under CEQA is the identification and examination of alternatives to the proposed project (Guidelines §15126(d)). The number and type of alternatives is not specified by law, but left to the "rule of reason" (Citizens of Goleta Valley v. Santa Barbara (1990) 54 Cal 3rd 353). While alternatives need not be studied at the same level of detail as the proposed project, they should provide the reviewer with a reasonable opportunity to compare impacts of the various alternatives. The discussion should focus on alternatives capable of eliminating any significant adverse environmental effects, or reducing them to a level of insignificance, even if these alternatives would impede, to some degree, the attainment of the project objectives, or would be more costly (Guidelines 15126(d)(3)).

Four alternatives to the proposed Downtown Newhall Specific Plan were analyzed in Section 7 of this EIR. The alternatives evaluated by this EIR include:

No Project. CEQA requires the analysis of the No Project Alternative, which can further be subdivided into two scenarios: the No Project, No Build scenario, in which development in the planning area is held static, and the No Project, General Plan Buildout scenario, which assumes development of the planning area in accordance with the existing General Plan, including any amendments to date.

Commercial-Intensive Scenario. The buildout analyzed in the EIR assumes residential, rather than commercial or office land uses are built wherever allowable, particularly in second stories of the downtown. It is also possible under the Plan for second stories to be developed with commercial, as opposed to residential, use in the mixed-use areas. In general, residential land uses produce fewer trips per square foot, but generate greater demand for water, wastewater, and other public services.

Dockweiler Extension Alternatives. The traffic study prepared for the Specific Plan identified deficient levels of service for the intersection of Railroad and Lyons Avenues under the 2025 Build Scenario. The deficiency is due in part to the extension of Dockweiler Drive through to Lyons Avenue. The EIR concludes that this is a significant, unmitigable impact. The traffic engineers studied roadway improvements that might improve the operation of the intersection, but gained only incremental improvement, even with multiple lane approaches. The traffic engineers also studied alternative locations for the termination of Dockweiler Drive near the planning area. The alternatives studied included terminating Dockweiler at Market Street at Railroad with and without a spur connection to 13th at San Fernando. The intent of these alternatives was to attempt to alleviate the level of service deficiency at Railroad/Lyons.

Environmentally Superior Alternative

Based on the discussion and table in Section 7.0, assuming all topics are valued the same, the No Project-No Build alternative is the environmentally superior alternative. CEQA states that when the No Project Alternative is environmentally superior, the next most superior alternative should be considered. The next most superior alternative is the commercial intensive scenario possible under the plan.

Table 2.0-1 Summary of Impacts and Mitigation

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
5.1 Geology			
GEO-1: Implementation of the proposed Specific Plan will result in additional development and population in seismically active area.	Class III	None required	Class III
GEO-2: Implementation of the proposed Specific Plan would expose soils as specific projects are undertaken. The incremental redevelopment of the area will not substantially change the conditions of the planning area (which are currently level and developed) therefore, implementation will not result in substantial exposure of slopes to increased erosion potential.	Class III	None required	Class III
GEO-3: The proposed pedestrian bridge across Newhall Creek may terminate in an area identified in the Safety Element as posing landslide hazards.	Class II	Amend the plan to include a requirement for study of landslide hazards during design of the Newhall Creek Bridge. If hazards are identified, the bridge will be designed to avoid the hazard and/or will comply with the recommendations of a site-specific geotechnical study.	Class III
GEO-4: The project will be includes or is proximate to an area at risk of liquefaction.	Class II	Utilities and infrastructure improvements proposed for hazard areas (including potential liquefaction zones in the northwestern portion of the planning area) require site-specific geotechnical study prior to final design and compliance with recommendations contained therein.	Class III
GEO-Cumulative: Development of the proposed project would introduce additional population in a seismically active area.	Class III	None required.	Class III
5.2 Biological Resources			

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
<p>BIO-1: Bridge construction would result in the loss of native vegetation.</p>	<p>Class II</p>	<p>The proposed Specific Plan implements a stormwater management plan that includes the restoration of the riparian habitat along the creek.</p> <p>Prior to final design of either the creekside trail or the multi-modal bridge, the following will occur:</p> <p>Prior to final design of either the creekside trail or the multi-modal bridge, the following will occur:</p> <ol style="list-style-type: none"> 1. An in-season survey shall be conducted, by a qualified biologist/botanist to determine the presence of special status plant species. If it is determined that such plant species are present, the following measures shall be implemented: <ol style="list-style-type: none"> a. All construction or operational activity in the identified area shall cease until protective measures are put in place. b. Identified plant species shall be removed and relocated under the supervision of the qualified biologist. c. Impacts to Endangered species will be subject to the relevant provisions of the federal and/or State Endangered Species Act. 2. An in-season survey shall be conducted, by a qualified biologist, to determine the presence of special status wildlife species, including nesting birds. If sensitive species or nesting birds are identified all construction activity in the area shall cease until protective measures are put in place. If impacts to sensitive species cannot be avoided, the project may be relocated to an area where impacts can be reduced to a less than significant level. Impacts to Endangered species will be subject to the relevant provisions of the federal and/or State Endangered Species Act. 3. Copies of all surveys shall be submitted to the ACOE and CDFG. Both agencies shall be notified of all surveys and inspections and shall have the option of attending. Biologist shall file a written report of survey's with either agency if they are not presented on the day of the survey. 4. Final species replacement, habitat restoration, or removal of exotic plants in creekside trail or the multi-modal bridge area shall be reviewed and approved by the ACOE and CDFG. 	<p>Class III</p>

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<p>5. Jurisdictional delineation of wetlands and floodways shall be required where necessary prior to issuance of development permits from the City.</p> <p>6. All applicable permits shall be obtained from appropriate agencies prior to construction. Design of creekbed restoration shall be reviewed for consistency with local regulations and environmental sensitivity shall be designed into the project.</p> <p>7. Riparian habitats disturbed by construction activities shall be replaced by creating riparian habitats of similar functions and values within the planning area, or an approved mitigation site. Any wetland restoration that is required shall be completed at a replacement ratio of 1:1. Restoring any habitat by either creating new habitat or removing exotic species shall follow replacement ratios of 1:1.</p> <p>8. An approved design of bank restoration shall meet the following criteria:</p> <ul style="list-style-type: none"> a. Bank restoration and crossing shall be designed with respect to potential long-term impacts; including impediments to flow and erosion. b. Design of bank restoration and crossing shall not impede wildlife movement. Long term impacts to wildlife movement shall be monitored over time to ensure human presence, crossing condition, a restoration continues does not impede natural wildlife movement. c. Design shall be done in such a way that ensures general passibility of fish, animals, and other wildlife that is present both during flows and during dry season. <p>9. A planting plan that lists all appropriate native plants to be included in revegetation activity of bank restoration shall be developed by a qualified biologist.</p> <p>10. Erosion control measures shall be designed into bank restoration and bridge design. These design elements shall be in addition to erosion control measures designed for construction activity associated with the bank restoration and</p>	

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<p>bridge development (see Construction Impacts Section 5.12).</p> <p>11. Lighting of the multi-modal bridge shall be designed in such a way that provides safety for pedestrians and bicyclist, but does not impact the surrounding riparian environment. Optional measures include shielding and controlling direction, amount, number, and type of lighting.</p> <p>12. Fire setbacks and buffers shall be established to protect surrounding wildlife and habitat from development in the urban environment.</p> <p>13. When planting natives for fire buffers/setbacks, plant choice shall be chosen based on compatibility with chaparral and riparian scrub.</p> <p>14. Human access to revegetation and bank restoration areas shall be prohibited and sensitive areas shall be well marked with signage and fencing.</p> <p>15. Pets and other domestic animals shall be prohibited from entering any revegetation and bank restoration areas. Pets shall be restrained by a leash when using creekside trail and multi-modal bridge.</p>	
BIO-2: Grading related to bridge construction would result in loss of habitat and may adversely affect sensitive species.	Class II	See above	Class III
BIO-3: Bridge security lighting may illuminate the streambed and adversely affect wildlife movement.	Class II	Lighting of the multi-modal bridge shall be designed in such a way that provides safety for pedestrians and bicyclist, but does not impact the surrounding riparian environment. Optional measures include shielding and controlling direction, amount, number, and type of lighting.	Class III
BIO-4: Wildlife and sensitive plants in natural areas may be impacted by nearby human activities.	Class II	<p>Human access to revegetation and bank restoration areas shall be prohibited and sensitive areas shall be well marked with signage and fencing.</p> <p>Pets and other domestic animals shall be prohibited from entering any revegetation and bank restoration areas. Pets shall be restrained by a leash when using creekside trail and multi-modal bridge.</p>	Class III
BIO-Cumulative: Cumulative projects could result in habitat	Class II	The proposed Specific Plan includes the following enhancement measures:	Class III

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
loss for wildlife, contribute to the fragmentation of the City, impact surrounding ecosystems, and incrementally degrade habitat quality.		<ul style="list-style-type: none"> • Use native trees to provide habitat • A Creekside bicycle and pedestrian path • Enhancement of existing equestrian and pedestrian trail • The Street Tree Plan connecting the urban environment with the natural environment • A Storm water project that includes the restoration of the riparian habitat along the creek. <p>See also above</p>	
5.3 Hydrology and Water Quality			
HYD-1: Implementation of the proposed Specific Plan will result in development within a 100-year flood hazard area.	Class II	<p>Prior to issuance of grading permits for property wholly or partially located within the Flood Hazard Area, developers shall provide the City with required documentation, and pay all required fees.</p> <p>Development within designated flood zone shall ensure that structures are elevated at least one foot above Flood Hazard Area, per City's Floodplain Management policies</p> <p>Projects modifying the configuration of any floodway shall submit a report prepared by a qualified hydrologist, which identifies impacts and outlines solutions which maintain or replace floodway function and values.</p>	Class III
HYD-2: Implementation of the Specific Plan will incrementally affect drainage patterns in the area.	Class II	<p>The proposed Specific Plan includes a Stormwater Management program (refer to <i>Mitigation Included in Project Description</i> in Section 5.3).</p> <p>In the case that the specific stormwater protection measures proposed in the Specific Plan are not feasible at the time construction is proposed, options which achieve the similar or better function or value can be considered.</p>	Class III
HYD-3: The project would not result in significant impacts to groundwater recharge.	Class III	None required	Class III
HYD-4: Sufficient infrastructure has been identified in the Specific Plan to address increased runoff.	Class III	None required	Class III
HYD-5: The project is consistent with the current Basin Plan for the area.	Class III	None required	Class III
HYD-Cumulative: The project will not have significant cumulative impacts to hydrology or water quality.	Class III	None required	Class III
5.4 Cultural Resources			

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
CULT-1: The project will not impact archaeological resources.	Class III	None required	Class III
CULT-2: Implementation of the proposed Specific Plan will result in the removal or alteration of buildings deemed potentially eligible for listing as historic resources.	Class II	<p>Procedures for future projects: Where a proposed project will result in demolition or alteration of a property included on the Master List (Appendix 5.4), a follow-up survey shall be performed to conclusively determine its significance. If the resource is determined to be significant, the following measures shall be implemented:</p> <p>For Historic Buildings or Building Additions</p> <p>Proponents shall meet with the Historical Society and City architectural review staff or consultant to discuss and address items such as size, bulk, scale, massing, and exterior design elements such that the new or altered structure does not detract considerably from the historic value. All window framing on wood-sided historic buildings shall be wood, not metal. Wood sided historic buildings shall be maintained with a wood exterior. The slope of each hipped or gabled roof on all new buildings or additions shall be compatible with the slope on existing buildings. Metal roofing shall be burnished rather than shiny and shall be installed to be compatible with existing metal roofs in Downtown Newhall.</p> <p>Proposed renovations of historic structures: Renovations to existing historic structures located within the Newhall commercial corridor shall be designated to enhance their function, safety and longevity. Proposed renovations of all buildings identified on the Master List shall use durable, State Historic Building Code compliant materials that fit the period of construction (late nineteenth to mid-twentieth century) and architectural character of the existing buildings. All renovations proposed for buildings fifty years of age or older shall use the State Historic Building Code instead of the Uniform Building Code.</p> <p>Proposed demolitions:</p> <p>Demolition of historic buildings will be allowed only after a recordation according to Historic American Building Survey (HABS) standards has been completed. Copies of the HABS recordation for each building shall be maintained in the local public library, City of Santa Clarita Planning Division, and at the CSU</p>	Class III

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		<p>Fullerton South Central Coast Information Center. These federal recordation standards include large-format photography and measured architectural drawings, along with a professionally prepared historic descriptive text. The HABS requirements are provided at http://www.cr.nps.gov/habshaer/habs/guidelines/arch-index.htm. No demolition permits will be issued by the City of Santa Clarita until the HABS recordation has been completed.</p> <p>According to the CEQA guidelines, if a project involving significant historical resources follows The Secretary of the Interior's Standards for the Treatment of Historic Properties With Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards) (Weeks and Grimmer, 1995), the project is considered to be mitigated to a level of less than a significant impact on the historic resource (PRC Section 15064.5 (b) (3)). The Standards are as follows:</p> <ol style="list-style-type: none"> 1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken. 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved. 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved. 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall 	

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		<p>match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.</p> <p>7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.</p> <p>8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.</p> <p>9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.</p> <p>10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</p> <p>The following actions shall be required as mitigation measures, either singly or in combination, whenever preservation, adaptive re-use, or incorporation of historic structures is not reasonably possible:</p> <ul style="list-style-type: none"> a. Demolition of the historic structure with recordation according to the federal Historic American Building Survey (HABS) standards which include large-format photography. b. Item a plus commemoration of the demolished structure with a display of text and photos designed by a professional historical consultant within the interior of the new building proposed for the site. c. Item a plus commemoration of the demolished structure with a display of 	

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		<p>text and photos designed by a professional historical consultant on the exterior of the new building proposed for the site.</p> <p>d. Item a plus commemoration of the demolished structure with an enclosed display of text and photos designed by a professional historical consultant on the perimeter of the property at the primary entrance.</p> <p>e. Items b, c, and d plus salvage of significant materials of the historic structure for conservation in the historical display.</p> <p>f. Items b, c, and d plus advertisements for acquisition and relocation of the historic structure with its subsequent rehabilitation and adaptive re-use at its new site.</p> <p>g. Item c plus compatible incorporation of the façade only of the historic structure into the design of the new building on site.</p> <p>h. Item c plus preservation of the historic structure on site as non-habitable space (used for storage and/or mechanical equipment only).</p> <p>i. Item c plus relocation and preservation of the historic structure on site for use as non-habitable space.</p> <p>j. Item c plus relocation and preservation of the historic structure on site for use as habitable space, including compliance with all State Historic Building Code requirements.</p> <p>k. Item j plus rehabilitation and adaptive re-use off-site for use as habitable space, including compliance with all State Historic Building Code requirements.</p>	
<p>CULT-3: Implementation of the proposed Specific Plan will result in changes to the current context of potentially historic structures.</p>	<p>Class II</p>	<p>The proposed Specific Plan includes policies that address historic resources:</p> <p><i>Historic Preservation – The issue of preserving and reinforcing the historic and pedestrian nature of Downtown is fundamental to the</i></p>	<p>Class III</p>

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		<p>success of the revitalization effort. To accomplish this, it will be useful for the City to act on the results of the Historic Resources Survey prepared for this Plan to appropriately inform decisions and actions about future public and private development.</p> <p>See also above</p>	
<p>CULT-Cumulative: The project would not result in a significant cumulative impact to historic resources.</p>	<p>Class III</p>	<p>None required</p>	<p>Class III</p>
<p>5.5 Transportation and Circulation</p>			
<p>CIRC-1: Under the 2010 Build scenario, the San Fernando/Railroad intersection would degrade to level-of-service "D" with ICU increase of 0.07.</p>	<p>Class II</p>	<p>Construct a second northbound right-turn lane from San Fernando Road onto Railroad Avenue. Accomplished by retaining the existing right-turn lane, converting existing outside through lane into a second right-turn lane, retaining other existing through lane, and providing another through lane to the south.</p>	<p>Class III</p>
<p>CIRC-2: The project would temporarily close Railroad Avenue's outside northbound travel lane in 2010 and would impact transit operations. .</p>	<p>Class II</p>	<p>Relocate the northbound Railroad Avenue bus stop by: a) widening Railroad Avenue to north for a bus zone, or b) reconfiguring the kiss-and-ride lot to the northwest of Railroad Avenue and Market Street</p>	<p>Class III</p>
<p>CIRC-3: 2010 Parking. The project will not have an adverse impact on parking supplies.</p>	<p>Class III</p>	<p>None required</p>	<p>Class III</p>
<p>CIRC-4: The project will not have a significant adverse impact on area intersections during the 2025 AM Peak Hour.</p>	<p>Class III</p>	<p>None required</p>	<p>Class III</p>
<p>CIRC-5: Under 2025 Build scenario, San Fernando/13th intersection would degrade to a level-of-service "F" with an ICU increase of 0.08.</p>	<p>Class II</p>	<p>Reconfigure the San Fernando/13th intersection's western leg/eastbound approach to consist of one shared left and through lane and one right-turn lane when the land uses served by the intersection are redeveloped.</p>	<p>Class III</p>
<p>CIRC-6: Under 2025 Build alternative, San Fernando/Railroad intersection would degrade to level-of-service "D" with an ICU increase of 0.20.</p>	<p>Class II</p>	<p>Add a second northbound right-turn lane from San Fernando Road onto Railroad Avenue. Accomplished by retaining existing right-turn lane, converting existing outside through lane into a second right-turn lane, retaining other existing through lane, and providing another through lane to the south.</p> <p>Relocate railroad crossing gate assembly and widen San Fernando Road southerly.</p> <p>Restripe lanes on San Fernando Road.</p>	<p>Class III</p>
<p>CIRC-7: Under 2025 Build</p>	<p>Class I</p>	<p>City shall monitor intersection performance at</p>	<p>Class I</p>

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Alternative, with the extension of Dockweiler into the planning area, the intersection of Lyons and Railroad would degrade to level-of-service "E" with ICU increase of 0.28.		Railroad/Lyons. Based on results of monitoring efforts conducted, and eventual formal proposal for Dockweiler Drive, City shall design the intersection at the Dockweiler Drive extension to achieve acceptable levels of service.	
CIRC-8: The project will not adversely affect alternative transportation.	Class III	None required	Class III
CIRC-9: The project will not have significant adverse impacts on parking supplies in the 2025 scenario.	Class III	None required	Class III
5.6 Air Quality			
AQ-1: The project is consistent with the Air Quality Management Plan (AQMP) for the region.	Class III	None required	Class III
AQ-2: The project will not have significant operational impacts on air quality.	Class III	None required •	Class III
AQ-3: <i>Project Buildout</i> . The project will not create CO Hotspots	Class III	None required	Class III
AQ-4: The proposed parking structures may create conditions conducive to pollutant buildup, including CO.	Class II	Parking structures developed in the planning area shall open on three sides or be provided with mechanical ventilation. Exhaust points of ventilation systems shall be located such that impacts to sensitive receptors are minimized. Parking structure design shall avoid the creation of CO Hotspots from vehicle queuing, by ensuring adequate ingress/egress and ventilation.	Class III
AQ-5: Where residential is located above commercial, odors from commercial uses may pose a nuisance pursuant to Rule 402.	Class II	Table 5-1 in the proposed Specific Plan includes a requirement for discretionary review of mixed-use projects where potential compatibility concerns will be addressed. During discretionary review of mixed-use projects involving bars, taverns and nightclubs or personal services such as nail salons, hair salons, and dry cleaners, reviewers shall ensure odors are reduced or eliminated pursuant to AQMD Rule 402.	Class III
AQ-6: Buildout of the Specific Plan will not result in, or expose persons, to, significant increased risk of exposure to toxic air contaminants.	Class II	None required	Class III

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AQ-Cumulative: The project, along with other development in the region, will contribute to existing exceedances of air quality standards..	Class I	<p>The proposed Specific Plan contains strategies intended to reduce reliance on motor vehicles and reduce emissions, including:</p> <ul style="list-style-type: none"> • Tree planting throughout the planning area • Additional parking for transit users • Mixed-use development near transit • Improvements in traffic flow • Improvements to pedestrian facilities • The construction of multi-modal paths 	Class I
AQ-Cumulative: CO Hot Spots. CO Hotspots will not be created under the cumulative, (2025) Scenario.	Class III	None required	Class III
5.7 Noise			
N-1: Noise generated by parking garage activity may adversely impact surrounding uses.	Class II	<p>Appropriate acoustical treatments and noise insulation features shall be incorporated into the design of commercial buildings surrounding parking garages, such that interior noise standards of 45 dBA are maintained (refer to <i>Additional Mitigation Measures</i> in Section 5.7).</p> <p>A detailed acoustical analysis shall be conducted when the potential for interior noise impacts are identified.</p>	Class III
N-2: Development near the train station may be exposed to ground vibration and noise.	Class II	<p>Outdoor spaces shall generally be designed so that noise from railroad is attenuated through buildings or other intervening structures.</p> <p>See also above</p>	Class III
N-3: Implementation of the proposed Specific Plan, along with growth predicted for the City under the General Plan, may increase traffic-generated noise from streets on the periphery of Downtown core, particularly along Lyons Avenue.	Class I	<p>The proposed Specific Plan designates tree planting throughout the planning area, benefiting residents and visitors by reducing perception of traffic noise and nuisance.</p> <p>Noise levels at sensitive receptors located along Lyons Avenue shall be monitored as traffic levels increase. If noise increases above acceptable thresholds are discerned, the City shall design and install necessary attenuating features, such as sound walls.</p>	Class I
N-4: Mixed use projects may expose residential land uses to noise from non-residential uses.	Class II	<p>Prior to approval of mixed-use projects involving commercial tenants with nighttime activities City shall ensure that noise compatibility has been addressed such that applicable standards are met.</p> <p>See also above</p>	Class III
5.8 Aesthetics			
AES-1: The project may increase light and glare levels over existing conditions.	Class III	All parking lot pole lights and streetlights shall be fully hooded and back shielded to reduce the light "spillage" and glare.	Class III

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		<p>Prior to development, proposed lighting shall be indicated on site plans that demonstrate that spill-over of lighting would not affect surrounding areas. The lighting plan shall incorporate lighting that directs light pools downward or otherwise shield adjacent areas from glare. Light fixtures that shield excessive brightness at night shall be included in the light plans. Non-glare lighting shall be used.</p> <p>Any security lighting shall be screened such that lighting globes are not visible from a distance of more than 20 feet.</p> <p>All street lighting within the planning area shall use cutoff luminaires. This would avoid creating high levels of glare and light pollution for motorists.</p> <p>New development shall incorporate techniques to reduce light and glare, such as use of low reflectivity glass, muted colors for building materials in high visibility areas, and the use of plant material along the perimeter of the structure to soften views.</p>	
AES-2: The project will not have adverse impacts on visual corridors.	Class III	None required	Class III
AES-3: The project will not have adverse impacts associated with shading or shadowing.	Class III	None required	Class III
5.9 Wastewater			
WW-1: The project will not have substantial adverse impacts on wastewater collection facilities.	Class III	None required	Class III
WW-2: The project will not result in wastewater volume or composition that exceeds either the capacity or treatment capabilities of existing infrastructure.	Class III	None required	Class III
WW-Cumulative: Cumulative development in the city will not result in significant impacts to wastewater infrastructure.	Class III	None required	Class III
5.10 Water Supply			
WS-1: The project will not result in water demand which exceeds available supply.	Class III	None required	Class III
WS-2: The project will not result in deficiencies in infrastructure.	Class III	None required	Class III

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
Infrastructure adequacy will be addressed on a project-by-project basis in accordance with existing City procedure..			
WS-Cumulative: Demand from the cumulative development scenario will not exceed supply..	Class III	None required	Class III

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
5.11 Public Services			
<p>PUB-1: Demand for fire service will not exceed service capacity, however, the proposed development poses particular risks for fire service and access..</p>	<p>Class III</p>	<p>The following measures may apply to specific projects proposed under the plan:</p> <p>Fire Mitigation Measures</p> <ul style="list-style-type: none"> • The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response. • The development of this project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. • The property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code, and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met. • Specific fire/safety requirements for construction phase will be addressed at building and fire plan check. There may be additional fire and life safety requirements during this time. . • Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior wall when measured by an unobstructed route around the exterior of the building. • Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet, 6 inches. • Fire Department requirements for access, fire flows and hydrants addressed during the building permit stage. • Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life loss. Systems are now technically and economically feasible for residential use. 	<p>Class III</p>

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<ul style="list-style-type: none"> • The development may require fire flows up to 5,000 gallons per square inch residual pressure for up to a five hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. • Fire hydrant spacing shall be 300 feet in commercial areas and shall meet the following requirements: <ul style="list-style-type: none"> -No portion of lot frontage shall be more than 200 feet via vehicular access from public fire hydrant. -No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. -Additional hydrants will be required if hydrant spacing exceeds specified distances. -When cul-de-sac depth exceeds 200 feet on, hydrants shall be required at the corner and mid-block -A cul-de-sac shall not be more than 500 feet in length, when serving and zoned for commercial use. • Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. • All on site driveway/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 feet width does not allow for parking, and shall be designated as a Fire Lane, and have appropriate signage. The on-site driveway is to be within 150 feet of all portions of the exterior wall of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure. • The 28 feet in width shall be increased in residential areas to: <ul style="list-style-type: none"> -Provide 34 feet in width when parallel parking is allowed one side of the access way. -Provide 36 feet in width when parallel parking is allowed on both sides of the access way. -Any access less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. -For streets or driveways with parking restrictions: the entrance to the street 	

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<p>driveway and intermittent spacing distance of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING- FIRE LANE" in three inch high letters. Driveway labeling is necessary to endure access for Fire Department use.</p> <ul style="list-style-type: none"> • Driveway width for non-residential developments shall be increased when any of the following conditions will exist: <ul style="list-style-type: none"> - Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure. -Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway. -Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. -For streets or driveways with parking restrictions: the entrance to the street driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING- FIRE LANE" in three inch high letters. Driveway labeling is necessary to endure access for Fire Department use. • When serving land for residential uses having a density of more than four units per net acre: <ul style="list-style-type: none"> -A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length. -A cul-de-sac may be increased to 100 feet in a minimum of 36 feet in width is provided. -A Fire Department approved turning area shall be provided at the end of the cul-de-sac. • Single Family detached homes shall require a minimum fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Two family dwelling units (duplexes) shall require a fire flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two – hour duration. When there are five or more units taking access to a single driveway the minimum fire flow shall be increased to 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two-hour 	

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<p>duration.</p> <ul style="list-style-type: none"> • Fire hydrant spacing in residential shall be 600 feet and shall meet the following requirements <ul style="list-style-type: none"> -No portion of lot frontage shall be more the 450 feet via vehicular access from public fire hydrant. -No portion of a structure should be placed on a lot where it exceeds 750 feet via vehicular access from a properly spaced public fire hydrant. -When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid –block. -Additional hydrants will be required if hydrant spacing exceeds specified distances. • A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. • Fire Department access shall provide a minimum unobstructed width of 28 feet, clear-to-sky and be within 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet, provide 20 feet minimum paved width "Private Driveway/Fire Lane" clear-to-sky to within 150 feet of all portions of the exterior wall of the unit. Fire Lanes serving three (3) or more units shall be increased to 26 feet. • Streets or driveways within the development shall be provided with the following: <ul style="list-style-type: none"> -Provide 36 feet in width on all cul-de-sacs where parking is allowed on both sides. -Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street. -For streets or driveways with parking restrictions: The entrance to the street driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING- FIRE LANE" in three inch high letters. Driveway labeling is necessary to endure access for Fire Department use. -Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. • All access devices and gates shall meet the following requirements: <ul style="list-style-type: none"> -Any single gated opening used for ingress and egress shall be a minimum of 	

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
		<p>26 feet in width, clear-to-sky.</p> <p>-Any divided gate opening (when each gate is used for a single direction of travel- i.e. ingress or egress) shall be a minimum width of 20 feet clear-to-sky.</p> <p>-Gates and/or control devices shall be positioned a minimum of 50 feet from a public right of way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.</p> <p>-All limited access devices shall be of a type approved by the Fire Department.</p> <p>-Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.</p> <ul style="list-style-type: none"> • All access devices and gates must comply with California code of Regulations, Title 19, Article 3.05 and Article 3.16. • Should any questions arise regarding subdivision, water systems or access please contact the County of Los Angeles Fire Department, Land Development Units EIR Specialist at (323) 890-4243. 	
PUB-2: Demand for police service will not exceed service capacity.	Class III	None required	Class III
PUB-3: Implementation of the proposed Specific Plan will place additional demand upon schools in the area that already experience capacity problems.	Class II	Mitigation consists of the application of statutory state and local fees for development.	Class III
PUB-4: The project will not result in significant impacts to parks.	Class III	None required	Class III
PUB-5: The project will not generate solid waste in excess of existing, available capacity.	Class III	None required	Class III
PUB-Cumulative: Cumulative development will not hamper the fire or police departments's ability to repond to events.	Class III	None required	Class III
PUB-Cumulative: Project will generate students in excess of available capacity.	Class II	See above	Class III
PUB-Cumulative: Cumulative development will not have a substantial impact on parks. Developers will continue to be charged standard public	Class III	None required	Class III

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
service fees for resources such as parks.			
PUB-Cumulative: Amount of solid waste going into landfills will continue to increase with regional growth. Existing facilities have limited capacity which will become constrained over time.	Class I	None required	Class I
5.12 Construction			
<i>Biological</i> CON-1: Construction may temporarily disturb biological resources, both directly and indirectly.	Class II	Creek setbacks, 50 feet from the top of the creek bank; unless otherwise authorized by a land use permit (exceptions include the creekside trail). The project proponent shall consult with the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the Army Corps of Engineers prior to finalizing design on the creek walk or crossing. See also BIO-1 and BIO-Cumulative above.	Class III
<i>Hydrology and Water Quality</i> CON-2: Construction activities will disturb soils and pose a risk of releasing hazardous materials.	Class II	NPDES Permits required for projects in excess of one acre. Erosion control measures required if run-off impacts creek - straw bales, siltation fences, berms and basins. Mitigation measures addressed on a project by project bases, depending on size and level of disturbance.	Class III
<i>Traffic and Circulation</i> CON-3: Construction activities will temporarily disturb traffic patterns and access routes.	Class II	<ul style="list-style-type: none"> • Configure construction parking to minimize traffic interference. • Provide temporary traffic controls during all phases of construction activities to maintain traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. • Establish a haul route. • Consolidate truck deliveries when possible. • Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. • A circulation plan shall be required on a project by project basis if vehicle and pedestrian routes and residential areas conflict with construction activities. 	Class III
<i>Air Quality</i> CON-4: The project will result in construction related emissions, including dust and diesel emissions, that may exceed	Class I	Operations <ul style="list-style-type: none"> • The City, in consultation with SCAQMD where necessary, shall evaluate, prior to permit issuance, the applicability of the following measures to each particular project, based 	Class I

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
<p>applicable air quality thresholds.</p>		<p>on site- and project-specific information.</p> <ul style="list-style-type: none"> • Maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. • Suspend use of all construction equipment operations during second stage smog alerts. • Use electricity from power poles rather than temporary diesel- or gasoline-powered generators. • Use methanol- or natural gas-powered mobile equipment and pile drivers and propane- or butane-powered on-site mobile equipment • Store all volatile liquids in closed containers. • No open burning of debris, lumber or other scrap • Evaluate, prior to final construction approval, a particular project's risk of releasing significant quantities of diesel particulate emissions, using applicable SCAQMD Guidelines. Projects which exceed acceptable thresholds may be required to install one or more pieces of filtering equipment (diesel particulate filter or diesel oxidation catalyst) and/or use emulsified fuels, on their highest emitting piece or pieces of equipment on site. The project proponent shall consult with City and/or SCAQMD and comply with their recommendations. <p>Dust Control</p> <ul style="list-style-type: none"> • Water vehicle traffic areas at a minimum twice daily • Streets adjacent to project site swept as needed • Exposed areas, new driveways and sidewalks shall be seeded, treated with soil binders, or paved • Cover stockpiles and trucks hauling soil or other loose materials. • Sweep project area streets at least once daily. • Appoint a dust control monitor to oversee and implement all dust control measures. • The Contractor shall maintain continuous control of dust resulting from construction operations. • When wind conditions create considerable dust, the Contractor shall suspend grading operations, and/or water the exposed areas. • During construction, the amount of disturbed area shall be minimized. • Onsite vehicles speeds reduced to 15 mph or less. 	

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
<p>Noise CON-5: Construction activity would temporarily increase ambient noise levels above acceptable levels.</p>	Class I	<p>Activities</p> <ul style="list-style-type: none"> All construction activity in the planning area subject to the City Noise Ordinance. For construction activity noise attenuation techniques employed as needed. Group noisy activities together in time, rather than spreading them out intermittantly. <p>Equipment</p> <ul style="list-style-type: none"> Equip diesel equipment with factory-recommended exhaust mufflers and steel muffling sleeves. Provide portable noise barriers around jack hammering, and barriers constructed of 3/4-inch plywood lined with 1-inch thick fiberglass on the work side. Electrical power shall be used to run air compressors and similar power tools, when feasible. Compressor hoods shall be closed while equipment is in operation. Use electrically powered rather than gasoline or diesel powered forklifts. <p>Operations</p> <ul style="list-style-type: none"> Keep noisy equipment as far as possible from noise-sensitive site boundaries. Work in or near occupied buildings, the Contractor is cautioned to keep noise associated with any activities to a minimum. Designate a haul route and staging plan 	Class I
<p>Hazardous Material CON-6: Construction activity may release asbestos, lead, or PCBs.</p>	Class II	<ul style="list-style-type: none"> Los Angeles County Fire Department Haz-Mat Division shall review routes for material transport. If hazardous materials are suspected/discovered on project site, Haz-Mat Division shall be notified and construction activity shall be temporarily suspended. During construction, all project-related spills of hazardous materials within or adjacent to project sites shall be cleaned up immediately. If hazardous materials are presumed to be present on a demolition site Best Management Practices shall be implemented. 	Class III
<p>Utilities and Infrastructure CON-7: Construction may pose temporary risk to utility infrastructure.</p>	Class III	None required	Class III
<p>CON-Cumulative: Demolition/construction of several structures in the project area at the same time. Air quality impacts, if several projects were underway simultaneously, could result in</p>	Class I	See above	Class I

Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
significant cumulative impacts.			

