



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The Lincoln Specific Plan (Project) is located in the County of Los Angeles, in the western portion of the City of Whittier, approximately 12 miles east of downtown Los Angeles. The Project site is more specifically located at the site of the approximately 74-acre former Fred C. Nelles Youth Correctional Facility, approximately 1.3 miles east of the San Gabriel River/605 Freeway at 11850 Whittier Boulevard. The site also includes an approximately two-acre property located immediately east of the Nelles facility (at 12090 Whittier Boulevard).

1.2 PROJECT SUMMARY

The Project site is generally comprised of two areas: a former youth correctional facility area (approximately 74 acres); and an adjacent commercial area (approximately two acres) located at the eastern corner of the site. The youth correctional facility is developed with structures, hardscapes, landscaping, and associated infrastructure related to the site's prior use. The two-acre property is currently occupied by a commercial use (auto recycling business) and vacant railroad right-of-way.

The Project proposes to establish a maximum allowable development within the Specific Plan area boundaries of 750 dwelling units (DU) and 208,350 square feet of commercial land uses (including adaptive reuse of two structures associated with the site's prior use as a correctional facility). Based on the proposed Specific Plan, Project buildout assumes 750 DU, 20,017 square feet of commercial uses within existing structures to be adaptively reused; 188,333 square feet of commercial uses within new structures; and 4.6 acres of open space. As part of the Project, demolition of approximately 406,261 square feet of existing onsite structures would be necessary.

All future development proposals (e.g., site plan review) would be subject to compliance with the Specific Plan's provisions and reviewed by the City to ensure consistency. Although it is anticipated that the actual amount of development would be refined during subsequent entitlement processes, it would not exceed the development limits established by the Lincoln Specific Plan.

The Lincoln Specific Plan includes a land use concept that demonstrates how development allowed under the Specific Plan could be implemented on the Project site. The Specific Plan includes a total of nine planning areas: five consisting primarily of residential development; three consisting primarily of commercial development; and one consisting of open space. Ancillary facilities would include improvements such as roadways, utility infrastructure, landscaping, and lighting.

In addition to Lincoln Specific Plan adoption, the proposed Project entitlements include the following:

1. Environmental Impact Report certification;
2. Zoning Code and Zoning Map Amendments;
3. Certificates of Appropriateness for historic structures;
4. Tentative Tract Map Approval



5. Development Agreement; and
6. Approval of Water Supply Assessment.¹

A detailed description of the proposed Project is provided in Section 3.0, *Project Description*.

1.3 GOALS AND OBJECTIVES

The proposed Project objectives, as referenced in the Draft Specific Plan, are as follows:

1. Deliver a mix of land uses including residential, commercial and recreational elements.
2. Generate net revenue for the City of Whittier General Fund.
3. Provide access to the site from Whittier Boulevard and Sorensen Avenue (not from the adjacent residential neighborhood).
4. Provide for a range of housing types and opportunities to address a variety of lifestyles, life stages and economic segments of the marketplace.
5. Create public space amenities within the commercial area.
6. Create connectivity between land uses.
7. Provide for recreational amenities within walking distance of residential neighborhoods.
8. Create a Freedom Trail, an enhanced multi-purpose trail that navigates through the community connecting parks, land uses and the adjacent hospital.
9. Provide for diversity in architectural design along with traditional design elements reflecting some of the characteristics of older, established Whittier.
10. Make plans to retain select existing buildings of architectural interest on the site (Administration Building and Superintendent's Residence).
11. Re-use existing building materials on site when economically feasible.
12. Implement sustainable building practices addressing energy efficiency.
13. Redevelop a blighted area of the City.
14. Implement the City's General Plan.
15. Provide housing opportunities at the least cost possible to serve a diverse population.
16. Create a mixed use project to promote internal capture and to reduce vehicle miles traveled.

¹ The Project's Water Supply Assessment was approved by the Whittier City Council on July 29, 2014, and is provided as Appendix 11.15, *Water Supply Assessment*, of this EIR.



1.4 ENVIRONMENTAL ISSUES/ MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1	Aesthetics		
	<p><i>Short-Term Visual Character/Quality</i></p> <p>Construction activities associated with implementation of the proposed Project could result in significant impacts related to temporary degradation of the visual character/quality of the site and its surroundings.</p>	<p>AES-1 Prior to the issuance of a Demolition or Grading Permit, the Project Applicant shall submit a Construction Management Plan for review and approval by the City of Whittier City Engineer. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary security/screening fencing with opaque material), nighttime lighting (if proposed), and construction haul route(s). Staging areas shall be screened from view from residential properties as feasible. Construction worker parking may be located off-site with prior approval by the City; however on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the Project site. Surrounding streets shall be swept as necessary such that they are maintained free of dirt and debris.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
	<p><i>Long-term Visual Character/Quality</i></p> <p>Implementation of the proposed Project could result in significant impacts related to the long-term degradation of the visual character/quality of the site and its surroundings.</p>	<p>AES-2 All trees to be removed from the Project site shall be replaced at a 2:1 ratio with a minimum 24-inch box container size. The minimum brown trunk height for any palm trees shall be 12 feet. The Applicant shall submit a Tree Removal Plan to the City of Whittier Community Development Department prior to commencement of demolition, earthwork, and/or grading activities. The Tree Removal Plan shall display the location of trees to be removed, and the locations of new trees to be planted on the Project site.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
	<p><i>Light and Glare</i></p> <p>Implementation of the proposed Project could create a new source of light and/or glare, which could affect daytime and/or nighttime views in the area.</p>	<p>AES-3 All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential uses and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



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		lighting plan shall be submitted to the City of Whittier for review concurrent with the Grading Permit application.	
	<p><i>Cumulative Impacts</i></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects could result in cumulatively considerable impacts related to aesthetics, light, and glare.</p>	Refer to Mitigation Measures AES-1 through AES-3.	Less Than Significant Impact With Mitigation Incorporated.
5.2	Air Quality		
	<p><i>Air Quality Standards – Short-Term</i></p> <p>The Project would violate an air quality standard and contribute to an existing or projected air quality violation during construction.</p>	<p>AQ-1 Before issuance of a Grading Permit, the City Engineer and Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> •All active portions of the construction site shall be watered twice daily during daily construction activities, on as needed during wet weather, and when dust is observed migrating from the Project site to prevent excessive amounts of dust. •Pave or apply water every three times during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas during dry weather. More frequent watering shall occur if dust is observed migrating from the site during site disturbance. •During dry weather, any on-site stockpiles of debris, dirt, or other dusty material with five percent or greater silt content shall be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied. •All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour. 	Significant Unavoidable Impact for NO _x emissions. Less Than Significant Impact for ROG, CO, SO _x , PM ₁₀ , and PM _{2.5} .



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		<ul style="list-style-type: none"> •Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area. •Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes. •On-site vehicle speed shall be limited to 15 miles per hour. •All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site. •Reroute construction trucks away from congested streets or sensitive receptor areas. •Trucks associated with soil-hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible. <p>AQ-2 During construction, all trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Before the issuance of Grading Permits, the Project Applicant shall demonstrate to the City Engineer how operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).</p> <p>AQ-3 Before issuance of each Grading Permit, the construction contractor shall provide evidence to the City Engineer that the following measures would be implemented during construction:</p> <ul style="list-style-type: none"> • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> • Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications. • Require the use of electricity from power poles rather than temporary diesel or gasoline power generators, as feasible. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x emissions requirements. • During Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following: <ul style="list-style-type: none"> - Project start, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a 	



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		<p>similarly sized engine as defined by CARB regulations.</p> <ul style="list-style-type: none"> - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. 	
	<p><i>Air Quality Standards – Long-Term</i></p> <p>The Project would violate an air quality standard and contribute to an existing or projected air quality violation during long-term operations.</p>	<p>Refer to Mitigation Measure AQ-4, below, and Mitigation Measure GHG-1.</p> <p>AQ-4 Prior to approval of final plans for onsite commercial development, the City Engineer and Chief Building Official shall confirm that proposed commercial facilities fall within the assumptions (e.g., commercial building location, proximity to residential uses, truck access points and internal circulation, loading dock locations) provided within the Health Risk Assessment prepared for the proposed Project (prepared by Urban Crossroads, dated September 30, 2014). If substantial changes are proposed, the City shall require the Project Applicant to prepare a supplement or addendum to the Health Risk Assessment to ensure that health risks to surrounding sensitive receptors are minimized.</p>	<p>Significant Unavoidable Impact for ROG and NO_x emissions. Less Than Significant Impact for CO, SO_x, PM₁₀, and PM_{2.5}.</p>
	<p><i>Localized Emissions</i></p> <p>Development associated with the Project would result in significant localized emissions impacts during construction.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-3.</p>	<p>Significant Unavoidable Impact for localized NO_x construction emissions. Less Than Significant Impact for localized CO, PM₁₀, and PM_{2.5} construction emissions and localized operational emissions.</p>
	<p><i>Air Quality Management Plan</i></p> <p>The Project would result in a conflict with the applicable air quality plan.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-3.</p>	<p>Significant and Unavoidable Impact.</p>
	<p><i>Cumulative Impacts</i></p> <p><u>Short-Term Construction Air Emissions</u></p> <p>Short-term construction activities associated with implementation of the proposed Project and other related cumulative projects would result in significant air pollutant emission impacts.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-3.</p>	<p>Significant and Unavoidable Impact.</p>



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	<p><u>Long-Term Operational Air Emissions</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects would result in significant impacts pertaining to operational air emissions.</p>	Refer to Mitigation Measures AQ-4 and GHG-1.	Significant Unavoidable Impact for cumulative ROG and NO _x emissions. Less Than Significant Impact for cumulative CO, SO _x , PM ₁₀ , and PM _{2.5} .
	<p><u>Consistency with Regional Plans</u></p> <p>Development associated with the proposed Project and related cumulative projects would conflict with the applicable air quality plan.</p>	Refer to Mitigation Measures AQ-1 through AQ-3.	Significant and Unavoidable Impact.
5.3	Biological Resources		
	<p><i>Special Status Plant And Wildlife Species</i></p> <p>Project implementation may have an adverse effect, either directly or through habitat modifications, on special status plant or wildlife species.</p>	<p>BIO-1 Vegetation removal and structure demolition shall be conducted outside of the nesting bird season, which can begin as early as December for barn owls and extend to August 31 for most passerines. If this is not possible, then a qualified biologist shall conduct nesting bird surveys within three days of vegetation removal and structure demolition during the nesting season. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur.</p> <p>If an active avian nest is discovered during the nesting bird survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest in order to ensure that nesting behavior is not adversely affected by construction activities. Once the young have fledged, normal construction activities shall be allowed to occur.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p><i>Migratory Wildlife Species</i></p> <p>Project implementation could interfere with the movement of a native resident or migratory wildlife species.</p>	Refer to Mitigation Measure BIO-1.	Less Than Significant Impact With Mitigation Incorporated.
	<p><i>Policies Protecting Biological Resources</i></p> <p>Project implementation would not conflict with a City policy protecting biological resources.</p>	No mitigation measures are required.	No Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Cumulative Impacts</i></p> <p>Development anticipated by the Project combined with cumulative development would not have adverse effects on biological resources or interfere with the movement of migratory wildlife species.</p>	No mitigation measures are required.	Less Than Significant Impact.
5.4	Cultural Resources		
	<p><i>Archaeological Resources</i></p> <p>Development associated with implementation of the proposed Project could impact archaeological resources within Project site boundaries.</p>	<p>CUL-1 An archaeological monitor shall be present to observe grading operations in the top seven feet in depth from the current ground surface. The monitor shall work under the direct supervision of a qualified archaeologist (Secretary of Interior Professional Qualification Standards - M.A. or M.S. in anthropology, or related discipline with an emphasis in archaeology and demonstrated experience and competence in archaeological research, fieldwork, reporting, and curation).</p> <ul style="list-style-type: none"> • The qualified archaeologist shall be onsite at the pre-construction meeting to discuss monitoring protocols. • The archaeological monitor shall be present full-time during excavation within the top approximately seven feet from the current surface. If, after excavation begins, the qualified archaeologist determines that the sediments are not likely to produce historical archaeological resources, monitoring efforts shall be reduced. • The monitor shall be empowered to temporarily halt or redirect grading efforts if archaeological resources are discovered. • In the event of an archaeological discovery, the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified archaeologist has cleared the area. • In consultation with the qualified archaeologist, the monitor shall quickly assess the nature and significance of the find. If the discovery is not significant, it shall be quickly mapped, documented, removed and the area cleared. 	Less Than Significant With Mitigation Incorporated.



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		<ul style="list-style-type: none"> • If the discovery is significant, the qualified archaeologist shall notify the City of Whittier Community Development Director and Project Applicant immediately. • In consultation with the City of Whittier Community Development Director and Project Applicant, the qualified archaeologist shall develop a plan of mitigation which will likely include salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find. 	
	<p><i>Paleontological Resources</i></p> <p>Development associated with implementation of the proposed Project could impact paleontological resources within the specific plan area.</p>	<p>CUL-2 A paleontological monitor shall be present to observe grading operations below seven feet in depth from the current surface. The monitor shall work under the direct supervision of a qualified paleontologist (B.S. or B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated experience and competence in paleontological research, fieldwork, reporting, and curation).</p> <ul style="list-style-type: none"> • The qualified paleontologist shall be onsite at the pre-construction meeting to discuss monitoring protocols. • Paleontological monitoring shall start at half-time. If after two weeks of monitoring no paleontological resources are discovered, monitoring shall be reduced to spot-checking on a weekly basis. If significant paleontological resources are identified, then monitoring shall be increased to full-time when working in Pleistocene-aged sediments, as determined by the paleontologist or Project geologist. • The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered. • In the event of a paleontological discovery, the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area. 	<p>Less Than Significant With Mitigation Incorporated.</p>



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		<ul style="list-style-type: none"> • In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly removed and the area cleared. • If the discovery is significant, the qualified paleontologist shall notify the City of Whittier Community Development Director and Project Applicant immediately. • In consultation with the City of Whittier Community Development Director and the Project Applicant, the qualified paleontologist shall develop a plan of mitigation which will likely include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find. 	
	<p><i>Historical Resources</i></p> <p>Development associated with implementation of the proposed Project would result in significant impacts historical resources within the Project site.</p>	<p>CUL-3 Due to the length of text associated with Mitigation Measure CUL-3, refer to <u>Section 5.4.4, Impacts and Mitigation Measures</u> on Historical Resources.</p>	<p>Significant and Unavoidable Impacts to the Fred C. Nelles Youth Correctional Facility, the Auditorium, the Assistant Superintendent's Residence, the Old Infirmary, the Athletic Track and Field, the Maintenance Garage, and the Gymnasium. Less Than Significant Impacts to the Superintendent's Residence, the Administration Building, and the Chapels Building.</p>
	<p><i>Cumulative Impacts</i></p> <p>The proposed Project, in combination with related cumulative development, would result in significant cumulative impacts to cultural resources.</p> <p><u>Cumulative Archaeological Resources Impacts</u></p>	<p>Refer to Mitigation Measure CUL-1.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



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	<u>Cumulative Paleontological Resources Impacts</u>	Refer to Mitigation Measure CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	<u>Cumulative Historical Resources Impacts</u>	Refer to Mitigation Measure CUL-3.	Significant Unavoidable Impact.
5.5	Geology and Soils		
	<i>Strong Seismic Ground Shaking</i> The Project could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking.	GEO-1 Prior to Grading or Building Permit issuance, the Grading and Building Plans shall demonstrate compliance with the recommendations that pertain to seismic ground shaking set forth in the <i>Geology, Soils, and Seismicity Report Lincoln Specific Plan</i> (D. Scott Magorien C.E.G., February 28, 2014) and <i>Preliminary Geotechnical Evaluation Report Proposed Development, Fred C. Nelles Site</i> (LGC Geotechnical, Inc., April 26, 2013). These recommendations pertain to site earthwork recommendations, preliminary foundation design parameters, soil bearing and lateral resistance, lateral earth pressures for retaining walls, non-structural concrete flatwork, preliminary pavement design, geotechnical observation and testing. The geotechnical reports are included in <u>Appendix 11.7, <i>Geology and Soils Reports</i></u> of this EIR and are incorporated by reference into this mitigation measure.	Less Than Significant Impact with Mitigation Incorporated.
	<i>Seismic-Related Ground Failure</i> The Project could expose people or structures to potential substantial adverse effects involving seismic-related ground failure.	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<i>Soil Erosion</i> The Project would not result in substantial soil erosion or the loss of topsoil.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Unstable Geologic Unit or Soils</i> The proposed development could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, exposing people or structures to potential substantial adverse effects.	GEO-2 Prior to Grading or Building Permit issuance, a 40-scale Geotechnical Review Report shall be prepared for the Grading Plan that addresses both the long-term surficial and gross stability of the slopes, and makes grading recommendations to provide an adequate factor of safety against both sloughing or caving of excavations and slope instability. Recommendations are expected to pertain to site earthwork recommendations (including fill material, fill placement and compaction, trench and retaining wall backfill and compaction, and soil shrinkage), slab underlayment guidelines, and preliminary pavement	Less Than Significant With Mitigation Incorporated.



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		design. The geotechnical reports are included in <u>Appendix 11.7, <i>Geology and Soils Reports</i></u> of this EIR and are incorporated by reference into this mitigation measure.	
	<i>Expansive Soils</i> The proposed development could be located on expansive soil creating substantial risks to life or property.	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<i>Corrosive Soils</i> The proposed development could be located on corrosive soil creating damage to property.	GEO-3 Upon completion of rough grading, lot-specific Soils Investigations shall be conducted to evaluate the nature and extent of the onsite soil types. Additionally, a corrosion specialist shall develop a Corrosion Mitigation Plan that, at a minimum, requires that buried metal piping be protected with suitable coatings, wrapping, or seals. The geotechnical reports are included in <u>Appendix 11.7, <i>Geology and Soils Reports</i></u> of this EIR and are incorporated by reference into this mitigation measure.	Less Than Significant With Mitigation Incorporated.
	<i>Cumulative Impacts</i> The proposed Project, combined with other related cumulative projects, would not expose people or structures to potential substantial adverse effects involving geology and soils.	No mitigation measures are required.	Less Than Significant Impact.
5.6	Greenhouse Gas Emissions		
	<i>Greenhouse Gas Emissions</i> Greenhouse gas emissions generated by the proposed Project would have a significant impact related to greenhouse gas emissions.	GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project plans or planning/bid documents to ensure consistency with adopted statewide plans and programs. The Project Applicant shall demonstrate compliance with this measure, before issuance of Building or Certificate of Occupancy, as noted below. <i>Transportation</i> <ul style="list-style-type: none"> • Provide pedestrian connections to the off-site circulation network (Building Permit). • Implement a trip reduction program, for which all employees shall be eligible to participate (Certificate of Occupancy). This measure is not applicable to residential uses. • Provide a ride sharing program, for which all employees shall be eligible to participate (Certificate of Occupancy). This measure is not 	Significant and Unavoidable Impact.



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		<p>applicable to residential uses.</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> • Design buildings to be energy efficient, 15 percent above Title 24 requirements (Building permit). • Install high efficiency lighting, and energy efficient heating and cooling systems (Building permit). • Reduce unnecessary outdoor lighting (Building permit). <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> • Compliance with WMC Chapter 13.42, <i>Water Conservation in Landscaping</i> (Building Permit). • Compliance with WMC Chapter 13.43, <i>Water Efficient Landscaping</i> (Building Permit). • Install water-efficient fixtures (e.g., low-flow faucets, toilets, showers) (Building Permit). <p><i>Solid Waste</i></p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (Building Permit). • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (Certificate of Occupancy). 	
	<p><i>Compliance with Applicable Plan/Policy/Regulation</i></p> <p>Implementation of the proposed Project would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</p>	No mitigation measures are required.	Less Than Significant.
	<p><i>Cumulative Impacts</i></p> <p>Greenhouse gas emissions generated by the proposed Project and other related cumulative projects would have a significant impact related to greenhouse gas emissions.</p>	Refer to Mitigation Measure GHG-1.	Significant and Unavoidable Impact.
5.7	Hazards and Hazardous Materials		
	<p><i>Construction-Related Accidental Release of Hazardous Materials</i></p> <p>Short-term construction activities could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.</p>	<p>HAZ-1 The Project Applicant shall complete the following remedial activities, for the review and approval by DTSC:</p> <ul style="list-style-type: none"> • <i>Enter into DTSC California Land Reuse and Revitalization Act</i> 	Less Than Significant With Mitigation Incorporated.



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		<p><i>(CLRRRA) Program.</i> DTSC shall provide regulatory oversight of this Project through the state's CLRRRA program. The anticipated components of the program will include the following:</p> <ul style="list-style-type: none"> - <i>Supplemental Site Investigation Follow-up.</i> Pursuant to the requirements set forth in the CLRRRA Agreement, a scope of work shall be prepared to further delineate the soil impacts identified in the Supplemental Site Investigation that exceeded screening thresholds (as defined below): arsenic-impacted soil in the former agricultural area exceeding the upper bound background range for Southern California soil; lead-impacted soil in the UST area; and lead/OCP-impacted soil around the periphery of all buildings. The Supplemental Site Investigation follow-up scope of work shall be reviewed and approved by DTSC prior to implementation. - <i>Remedial Action Workplan (termed a "Response Plan" under CLRRRA).</i> The findings of the Supplemental Site Investigation and Supplemental Site Investigation follow-up soil delineation shall be used to prepare a remedial Response Plan. The Response Plan is a workplan developed to carry out removal or response actions which, when implemented in an effective manner, render the site protective of public health and safety and the environment. The Response Plan shall include a detailed engineering plan for conducting the proposed removal/response action and shall include a discussion of the basis for selecting the proposed removal/response action. The content of the Response Plan shall be subject to public participation and comment prior to DTSC's approval. The Response Plan will be approved by DTSC prior to the commencement of demolition or grading activities. • <i>Response Plan Implementation.</i> The approved Response Plan shall be implemented under the oversight of DTSC. Soil containing lead, arsenic and OCPs above cleanup goals for 	



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		<p>residential or commercial land uses, as applicable based on the anticipated land use for that portion of the Project, will be addressed during the response actions. Risk-based concentrations (RBCs) for future residential site occupants, future commercial site occupants, and construction workers shall be used as cleanup goals unless otherwise directed by DTSC. Confirmation sampling will be conducted during the response actions to verify that soil concentrations do not exceed the cleanup goals established in the Response Plan for the selected residential or commercial land use.</p> <ul style="list-style-type: none"> • <u>Prepare a Completion Report.</u> The results of the Response Plan implementation shall be summarized in a Completion Report that shall be submitted to DTSC. The Project applicant shall obtain DTSC's certification of the successful completion of the Response Plan. • <u>Prepare Soil Management and Contingency Plan.</u> Prior to demolition or grading, a Soil Management and Contingency Plan (SMCP) shall be prepared by a qualified environmental professional and approved by DTSC that sets forth protocols for responding to soil impacted by hazardous substances that may be encountered during demolition and grading activities. The approved SMCP shall be provided to the contractors responsible for demolition, grading and environmental oversight for the redevelopment. <p>HAZ-2 Prior to demolition, the Project Applicant shall retain a consultant who holds the appropriate certifications from the California Division of Occupational Safety and Health (Cal/OSHA) required to survey building materials for the potential presence of lead-based paint (LBP). Any LBP in poor condition (peeling, flaking) shall be abated, including removal or stabilization by a state-licensed abatement contractor prior to demolition. If paint is separated from building materials (chemically or physically) during demolition or renovation of the structures, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional</p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>to determine appropriate disposal procedures. For any existing building proposed for adaptive reuse, abatement shall be completed prior to the City of Whittier's issuance of a Building Permit for the affected structure. LBP removal and disposal shall be performed in accordance with California Code of Regulation Title 8 Section 1532.1, which specifies a permissible exposure limit of 50 micrograms per cubic meter, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing LBP removal shall provide evidence of abatement activities to the City Engineer.</p> <p>HAZ-3 Before issuance of a Demolition Permit (or Building Permit for any building to be retained on-site), an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and the Division of Occupational Safety and Health (Cal/OSHA) certified inspector to determine the presence or absence of asbestos containing-materials (ACMs) and asbestos-containing construction materials (ACCMs). If ACMs or ACCMs are identified, abatement of asbestos shall be completed before any activities that would disturb ACMs/ACCMs or create an airborne asbestos hazard. For any existing building and associated underground utility components proposed for adaptive reuse, abatement shall be completed prior to the City of Whittier's issuance of a Building Permit for the affected structure. Asbestos removal shall be performed by a State certified asbestos abatement contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403.</p> <p>HAZ-4 Before issuance of a Demolition or Grading Permit at the M & S Auto Salvage property (Future Expansion Area of the Specific Plan), a Phase I ESA shall be conducted to determine the potential for hazardous materials on-site. If the Phase I ESA identifies recognized environmental conditions requiring further investigation, a Phase II ESA shall be subsequently conducted for the M & S Auto Salvage property. The Phase II ESA shall identify recommendation for remedial activities, if necessary. If recommended, remedial activities shall</p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>occur prior to site disturbance activities, as applicable.</p> <p>HAZ-5 Before issuance of a Demolition or Grading Permit, a qualified environmental professional shall conduct aerially deposited lead (ADL) soil sampling on-site in the vicinity of Whittier Boulevard. If ADL levels are above allowable thresholds for the ultimate use (80 mg/kg for residential land use or 320 mg/kg for commercial land use), as determined by the environmental professional, the soils shall be remediated, as necessary. These activities shall be conducted in compliance with the California Department of Transportation (Caltrans) Standard Special Provision 14-11.03, which provides regulations for the safe remediation and disposal of ADL-affected soils.</p> <p>HAZ-6 An environmental professional shall be retained by the Project applicant to provide oversight during demolition and site development activities. Prior to commencement of site development activities, the environmental oversight consultant shall confer with the general contractor and earthwork contractor for the Project regarding the requirements of the SMCP. If unknown wastes or suspect materials are discovered by site development contractors during demolition, earthwork or other activities that are believed to involve hazardous waste or materials, the contractor making the discovery shall comply with the following:</p> <ul style="list-style-type: none"> • Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; • Notify the environmental oversight consultant; • Comply with the procedures in the SMCP; • Notify the appropriate regulatory authorities, as required, including the City Engineer of the City of Whittier, DTSC, or LACFD Hazardous Waste/Materials Coordinator; and • Secure the area as directed by the environmental oversight consultant or any applicable government authority. 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Operations</i></p> <p>Project operations could create a significant hazard to the public or environment through the handling, storage, and/or use of hazardous materials, as well as accidental release of hazardous materials.</p>	Refer to Mitigation Measure HAZ-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Hazardous Materials Sites</i></p> <p>The anticipated development could be located on a hazardous materials site per Section 65962.5 and could create a significant hazard to the public or the environment.</p>	Refer to Mitigation Measure HAZ-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Interference With An Adopted Emergency Response or Evacuation Plan</i></p> <p>Project operations could create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.</p>	<p>HAZ-7 Prior to commencement of any off-site roadway construction activities, the Project Applicant shall prepare a Traffic Management Plan (TMP) to address temporary traffic impacts. At a minimum, the TMP shall include plans clearly denoting any proposed lane closures, proposed vehicle/bicyclist/pedestrian rerouting plans, and a traffic signage plan to ensure adequate circulation during the short-term construction process. The TMP shall be subject to review and approval by the City of Whittier City Engineer.</p> <p>HAZ-8 At least three business days before any off-site roadway improvements, the construction contractor shall notify the LACFD and Whittier Police Department of construction activities that could impede movement (such as lane closures) along roadways, to allow for uninterrupted emergency access.</p>	Less Than Significant With Mitigation Incorporated.
	<p><i>Cumulative Impacts</i></p> <p>The Project, combined with other cumulative development, could increase the exposure of hazardous substances to the public or the environment.</p>	Refer to Mitigation Measures HAZ-1 through HAZ-8.	Less Than Significant With Mitigation Incorporated.
5.8	Hydrology and Water Quality		
	<p><i>Water Quality</i></p> <p>The proposed Project would not result in significant impacts related to polluted runoff, and would not violate water quality standards or waste discharge requirements.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Stormwater Drainage</i></p> <p>The Project would not substantially alter onsite drainage patterns, exceed the capacity of drainage systems, or result in significant impacts related to the construction of drainage facilities.</p>	No mitigation measures are required.	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<i>Groundwater</i> The Project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Cumulative Impacts</i> The proposed Project, combined with other related cumulative projects, would not result significant cumulative impacts related to hydrology and water quality.	No mitigation measures are required.	Less Than Significant Impact.
5.9	Land Use and Planning		
	<i>Southern California Association of Governments</i> The Project would not conflict with SCAG's 2012 RTP/SCS goals and adopted growth forecasts.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Whittier General Plan</i> The Project would not conflict with an applicable General Plan Land Use Plan or Policy.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Whittier Boulevard Specific Plan</i> The Project would not conflict with an applicable Whittier Boulevard Specific Plan Land Use Plan, Policy, or Regulation.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Whittier Municipal Code</i> The Project would not conflict with an applicable municipal code land use plan or regulation.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Urban Decay</i> The Project would not result in diversion of sales from existing retail facilities, which would be severe enough to result in business closings. Such business closures could be significant enough in scale to affect the long-term viability of existing shopping centers or districts, subsequently resulting in urban decay.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Cumulative Impacts</i> The proposed Project, combined with other related cumulative projects, would not conflict with applicable land use plans, policies, or regulations.	No mitigation measures are required.	Less Than Significant Impact.
5.10	Fiscal		
	Project implementation would not have adverse fiscal impacts on the local economy, such that it would not result in full payment of all the services that are being provided on behalf of the city.	No mitigation measures are required.	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Cumulative Impacts</i></p> <p>Construction of the proposed Project and other related cumulative projects could have a significant fiscal impact on the local economy.</p>	No mitigation measures are required.	Less Than Significant Impact.
5.11	Noise		
	<p><i>Short-Term Construction Noise Impacts</i></p> <p>Grading and construction associated with Project implementation could result in significant temporary noise impacts to nearby noise sensitive receptors.</p>	<p>N-1</p> <p>Before Grading Permit issuance, the Project Applicant shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive receptors (e.g., residential uses, church, and hospital) and includes specific noise management measures to be included into project plans and specifications subject to review and approval by the City. The Project Applicant shall demonstrate, to the satisfaction of the City Engineer that the Project complies with the following:</p> <ul style="list-style-type: none"> • All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust. • The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions. • Stationary equipment shall be placed so as to maintain the greatest possible distance to the sensitive receptors. • All cement crushing activities onsite and associated noise generating equipment to reuse existing pavement shall be performed such that emitted noise is directed the greatest possible distance away from the sensitive receptors. • All equipment servicing shall be performed so as to maintain the greatest possible distance to the sensitive receptors. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for Project construction shall be hydraulically or electronically powered 	Less Than Significant Impact with Mitigation.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.</p> <ul style="list-style-type: none"> • A qualified "Noise Disturbance Coordinator" will be retained amongst the construction crew who shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City of Whittier Community Development Department. • Construction activities shall not take place outside of the allowable hours specified by the WMC Section 15.04.045 (7:00 AM and 8:00 PM, Monday through Saturday). 	
	<p><i>Vibration Impacts</i></p> <p>Implementation of the proposed Project would not result in significant vibration impacts to nearby sensitive receptors.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Long-Term Mobile Noise Impacts</i></p> <p>Traffic generated by the proposed Project would not significantly contribute to existing traffic noise in the area or exceed the City's established standards.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Long-Term Stationary Noise Impacts</i></p> <p>Project implementation could result in a significant increase in long-term stationary noise levels.</p>	<p>N-2 Prior to issuance of building permits, a noise assessment shall be prepared for the commercial uses that would have nighttime deliveries, or deliveries by diesel trucks with a gross vehicle weight rating greater than 14,000 pounds (Classes 4 through 8). The noise assessment shall ensure that commercial property loading docks are located away from existing and proposed residences so that the City's noise limits identified in the</p>	Less Than Significant Impact with Mitigation Incorporated.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		General Plan Noise Element are not exceeded. The noise assessment shall identify any noise control measures (e.g., barriers, shielding, etc.) necessary to comply with the City's Noise Regulations. Individual future commercial users shall implement all noise control measures identified in the assessment.	
	<p><i>Cumulative Impacts</i></p> <p><u>Short-Term Construction Noise Impacts</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects could result in significant short-term noise impacts to nearby noise sensitive receivers.</p> <p><u>Long-Term Cumulative Noise Impacts</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects would not result in cumulatively considerable long-term noise impacts.</p>	<p>Refer to Mitigation Measure N-1.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant With Mitigation Incorporated</p> <p>Less Than Significant Impact.</p>
5.12	Public Services and Recreation		
	<p><i>Fire Protection Services</i></p> <p>Project implementation would not create a demand for fire protection facilities that could cause significant environmental impacts.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Police Protection Services</i></p> <p>Project implementation would not create a demand for police protection facilities that could cause significant environmental impacts.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Schools</i></p> <p>Project implementation would not increase the local student population, creating a demand for educational facilities that could cause significant environmental impacts.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Parks and Recreation</i></p> <p>The Project would not cause significant environmental impacts related to park and recreation facilities.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p><i>Cumulative Impacts</i></p> <p>The Project, combined with identified cumulative development in the Project area, would not create increased demand for public services and facilities that could cause significant environmental impacts.</p> <p><u>Fire Protection</u></p>	No mitigation measures are required.	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<u>Police Protection</u>	No mitigation measures are required.	Less Than Significant Impact.
	<u>Schools</u>	No mitigation measures are required.	Less Than Significant Impact.
	<u>Parks And Recreation</u>	No mitigation measures are required.	Less Than Significant Impact.
5.13	Utilities and Service Systems		
	<i>Water Facilities</i> Project implementation would result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	USS-1 Prior to building permit issuance, the two proposed connection points shall be sized for full service within the Specific Plan. In addition, the onsite water system shall be sized as a looped 12-inch diameter system, which will be able to convey the maximum day demand plus the required fire flow.	Less Than Significant With Mitigation Incorporated.
	<i>Water Supply</i> The Project would not result in significant effects related to water supply, as existing water entitlements and resources are sufficient to serve the Project.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Wastewater Facilities</i> Project implementation would require the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Wastewater Treatment</i> Project implementation would not result in an exceedance of wastewater treatment requirements or require the construction of new wastewater treatment facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Solid Waste</i> The Project would not result in significant impacts related to solid waste landfill capacities and would not conflict with federal, state, or local statutes and regulations related to solid waste.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Dry Utilities</i> Project implementation would not require or result in the construction of new dry utilities or expansion of existing utilities, the construction of which could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	<i>Cumulative Impacts</i> The Project, combined with cumulative development, could create increased demand for utilities and service systems that could cause significant impacts.		



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<u>Water Facilities</u> <u>Water Supply</u> <u>Wastewater Facilities</u> <u>Wastewater Treatment</u> <u>Solid Waste</u> <u>Dry Utilities</u>	Refer to Mitigation Measures USS-1. No mitigation measures are required. No mitigation measures are required. No mitigation measures are required. No mitigation measures are required. No mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated. Less Than Significant Impact. Less Than Significant Impact. Less Than Significant Impact. Less Than Significant Impact.
5.14	Transportation and Traffic		
	<p><i>Local And Regional Transportation Facilities</i></p> <p>The Project would generate traffic volumes that would conflict with applicable circulation system performance criteria.</p>	<p>TRA-1 Intersection 1 – Rosemead Boulevard/Beverly Boulevard (Pico Rivera) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one additional northbound through lane.</p> <p>TRA-2 Intersection 8 – Norwalk Boulevard/Beverly Boulevard (Whittier) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one additional northbound left-turn lane.</p> <p>TRA-3 Intersection 39 – Pioneer Boulevard/Washington Boulevard (Los Angeles County) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Restripe existing southbound shared through/right-turn lane to a dedicated right-turn lane with right-turn overlap signal phasing.</p>	<p>Significant and Unavoidable Impact.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>TRA-4 Intersection 41 – Norwalk Boulevard/Washington Boulevard (Los Angeles County / Santa Fe Springs) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Add one additional westbound through lane. <p>TRA-5 Intersection 42 – Broadway/Washington Boulevard (Los Angeles County / Santa Fe Springs) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Restripe the northbound approach to Add one shared through/left-turn lane and one shared through/right-turn lane; and b. Add one dedicated southbound right-turn lane. <p>TRA-6 Intersection 43 – Sorensen Avenue/Washington Boulevard (Los Angeles County / Santa Fe Springs) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Add one additional westbound through lane (modify receiving lanes as necessary). <p>TRA-7 Intersection 22 – Whittier Boulevard (SR-72)/Penn Street (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Install a traffic signal. <p>TRA-8 Intersection 25 – Pickering-Santa Fe Springs Road/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Add one additional westbound through lane along Whittier Boulevard (SR-72). 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>TRA-9 Intersection 4 – San Gabriel River Parkway/Beverly Boulevard (Pico Rivera) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Restripe northbound left-turn lane to a shared through/left-turn lane. <p>TRA-10 Intersection 37 – Passons Boulevard/Washington Boulevard (Pico Rivera) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Restripe southbound approach to consist of one left-turn lane, one shared through/left-turn lane, and one shared through/right-turn lane; b. Restripe northbound right-turn lane to a shared through/right-turn lane (modify receiving lanes as necessary); and c. Provide north-south split signal phasing. <p>TRA-11 Intersection 55 – Santa Fe Springs/Lambert Road (Whittier) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Restripe northbound dedicated right-turn lane to a shared through/right-turn lane (modify receiving lanes as necessary). <p>TRA-12 Intersection 16 – Norwalk Boulevard/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <ul style="list-style-type: none"> a. Provide north-south protected/permitted signal phasing; b. Add one eastbound dedicated right-turn lane; and c. Add one westbound dedicated right-turn lane. 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>TRA-13 Intersection 34 – Colima Road/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one additional northbound left-turn lane.</p>	
	<p><i>Compliance With Congestion Management Plan</i></p> <p>The Project would conflict with the Los Angeles County Congestion Management Program LOS standards.</p>	<p>Refer to Mitigation Measure TRA-13, above, and Mitigation Measures TRA-14 through TRA-16 immediately below.</p> <p>TRA-14 Intersection 16 - Norwalk Boulevard/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one eastbound dedicated right-turn lane.</p> <p>TRA-15 Intersection 16 – Norwalk Boulevard/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one dedicated westbound right-turn lane.</p> <p>TRA-16 Intersection 27 – Painter Avenue/Whittier Boulevard (SR-72) (Caltrans) – Before issuance of the first building permit for the Project, the Project Applicant shall make a proportionate fair share contribution to implement the following:</p> <p style="padding-left: 40px;">a. Add one additional eastbound through lane (modify receiving lanes as necessary).</p>	<p>Significant and Unavoidable Impact.</p>
	<p><i>Hazardous Design Features</i></p> <p>The Project would not substantially increase hazards due to a proposed design feature.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p><i>Public Transit, Bicycle And Pedestrian Facilities</i></p> <p>The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Cumulative Impacts</i></p> <p>The Project, combined with cumulative development, would generate traffic volumes that would conflict with applicable circulation system performance criteria.</p>	Refer to Mitigation Measures TRA-1 through TRA-16, above.	Significant and Unavoidable Impact.
6.0	Other CEQA Considerations		
	<p><i>Growth-Inducing Impacts</i></p> <p>The Project would not 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).</p>	No mitigation measures are required.	Less Than Significant Impact.

1.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, this section provides a summary description of the alternatives to the Project, which could feasibly attain most of the Project's basic objectives, while avoiding or substantially lessening the Project's significant effects. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the Project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed Project objectives. The following alternatives are considered in this EIR:

- “No Project” Alternative;
- “Reduced Density” Alternative;
- “Reduced Density/Additional Historic Preservation” Alternative;
- “Age-Restricted Residential” Alternative; and
- “Large Format Retail” Alternative.

Throughout Section 7.0, *Alternatives to the Proposed Project*, the alternatives' impacts are analyzed for each environmental issue area, as examined in Sections 5.1 through 5.14 of this EIR. In this manner, each alternative was compared to the Project on an issue-by-issue basis. The following is a summary description of each of the alternatives evaluated in Section 7.0.

“NO PROJECT” ALTERNATIVE

The Project site is generally comprised of two areas: a former youth correctional facility area (approximately 74 acres); and an adjacent commercial area (approximately two acres) located at the eastern corner of the site. The youth correctional facility is developed with structures, hardscapes, landscaping, and associated infrastructure related to the site's prior use. The two-acre property is currently occupied by a commercial use (auto recycling business) and vacant railroad right-of-way.

The “No Project” Alternative would retain the Project site in its current condition. With this Alternative, the site would remain developed with the former youth correctional facility, related structures, hardscapes, landscaping, and infrastructure and the existing auto recycling business and vacant railroad right-of-way. Under the No Project Alternative, the Specific Plan would not



be implemented. No demolition or adaptive reuse of onsite structures would occur, and none of the onsite or offsite improvements described in the Specific Plan would be implemented. None of the proposed amendments to the City's Zoning Code or Zoning Map would be implemented. No Certificates of Appropriateness for historic structures would occur. None of the improvements proposed as part of the Tentative Tract Map approval would be constructed and the property would not be prepared to define legal parcels and lots. Proposed standards and conditions that would govern development of the Specific Plan area proposed in the Development Agreement would not occur. Proposed improvements to the City's transportation circulation system, including enhancements to the City's roadway network (Whittier Boulevard, Sorensen Avenue, and Elmer Avenue extension), and bicycle and pedestrian networks, would not be constructed. The former youth correctional facility and auto recycling business would remain in their current state.

“REDUCED DENSITY” ALTERNATIVE

The Reduced Density Alternative would be the same as the proposed Project, but would consist of a reduced development density for residential and commercial uses. The size and boundaries of the site (approximately 76 acres) would remain the same, as would the infrastructure, roadway, and other ancillary improvements required to support the Project. The general arrangement of uses on the site would remain similar, with commercial uses fronting Whittier Boulevard, residential uses within the western and southern portions of the site, a large open space area (Independence Green) within the center of the site, and other open space/recreational areas situated throughout the Specific Plan area. Similar to the Project, this Alternative includes demolition of all existing structures onsite, aside from the Administration Building and Superintendent's Residence, and that site grading activities would be the same. For the purposes of this analysis, this Alternative assumes an overall reduction of 50 percent of residential and commercial development. This Alternative would result in the construction of a total of 375 residential dwelling units and 104,175 square feet of commercial development. Since additional undeveloped area would occur under this Alternative as compared to the proposed Project, it is assumed that these areas would be occupied by additional open space, landscaping, and hardscapes under the Reduced Density Alternative. All other aspects of this Alternative would remain the same as the proposed Project.

“REDUCED DENSITY/ADDITIONAL HISTORIC PRESERVATION” ALTERNATIVE

The “Reduced Density/Additional Historic Preservation” Alternative would involve a reduction in development and an increase in the number of buildings adaptively reused in comparison to the proposed Project. The types of proposed land uses would be similar to the proposed Project (residential, commercial, and open space). The boundaries of the 76-acre Project site would remain the same. Although the configuration and/or development intensity may vary widely for such an alternative, for the purposes of this analysis the Reduced Density/Additional Historic Preservation Alternative would consist of the adaptive reuse of an additional two historic structures (the Auditorium and the Gymnasium) in their existing locations as part of the proposal. Thus, the Project would include the adaptive reuse of a total of six historic structures onsite, as opposed to the adaptive reuse of the four historic structures onsite with the proposed Project.

The Auditorium and Gymnasium are situated within Planning Area 1 of the Specific Plan (“The Market”), and thus are assumed to be retained and adaptively reused as a commercial, retail, or community facility. As the adaptive reuse of the additional two historic structures would result in



a reduction of site area available for new construction (i.e., a reduction in available land area and constraints on site grading for new commercial development), this alternative assumes the overall commercial building area in Planning Area 1 would be reduced by 30 percent (i.e., commercial building area would be reduced to 145,845 square feet, inclusive of the adaptively reused Auditorium and Gymnasium). The overall acreages associated with Planning Areas 1 and 2 would remain the same. The remaining areas of the Project site would be similar to the proposed Project.

“AGE RESTRICTED RESIDENTIAL” ALTERNATIVE

The “Age Restricted Residential” Alternative would be the same as the proposed Project in every respect, except one: this Alternative would include an age restricted residential component. For the purposes of this analysis, this Alternative assumes one-half of the high-density residential uses (148 apartments) within Planning Area 7 in the northwestern portion of the site would be dedicated to age restricted housing. The site plan, impact footprint, development intensity, architecture and design characteristics, landscaping, and ancillary infrastructure improvements of the proposed Project would remain the same.

“LARGE FORMAT RETAIL” ALTERNATIVE

The Large Format Retail Alternative would consist of the development of the site in a similar nature to the proposed Project: up to 750 residential dwelling units and approximately 208,350 square feet of commercial land uses. However the Alternative assumes a 141,000 square-foot large format retail store as a part of 208,350 square feet of commercial uses. Implementation of this large format retail store represents a reconfiguration of commercial land uses within the Project site, but would not increase the total amount of commercial development associated with the Specific Plan. This Alternative assumes construction of a larger single primary retailer that would be complemented by range of smaller retail, commercial, and restaurant uses. This Alternative involves the same development footprint, and residential/open space components under the proposed Project would not be altered. The large format retail facility would continue to occur within Planning Area 1 (The Market), and the land use configuration of the Specific Plan would remain the same.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative is the Reduced Density Alternative, given it would eliminate two of the significant and unavoidable impacts associated with the proposed Project. As concluded in the analysis presented above, the Reduced Density Alternative would generally lessen the impacts associated with development of the proposed Project, because it would involve a 50 percent reduction in residential and commercial development on the site. The Reduced Density Alternative would eliminate significant and unavoidable impacts related to air quality (localized NO_x emissions) and greenhouse gases. However, the majority of Project objectives would either not be accomplished or would be accomplished to a lesser degree under the Reduced Density Alternative.



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