

3.1 LAND USE

The information in this section is based on the *Community Impact Assessment* (March 2011) and the *Draft Section 4(f) Evaluation* (March 2012).

3.1.1 EXISTING AND FUTURE LAND USES

Land use is addressed in terms of existing and planned land uses. Existing land uses are defined as those uses currently within the Study Area and planned land uses are those that would occur as a result of land use designations and policies contained in various applicable land planning documents.

3.1.1.1 AFFECTED ENVIRONMENT

The Study Area includes 17 cities and portions of unincorporated Los Angeles County, including the unincorporated communities of East Los Angeles, East Rancho Dominguez, and Rancho Dominguez, that are located either directly adjacent to the proposed project in which the direct impacts would occur or where indirect impacts of the project may occur. These cities and communities consist of a mixture of residential, commercial and service, industrial, mixed commercial and industrial, mixed urban, open space and recreation, agricultural, and transportation and utilities uses (see Figure 3.1-1).

Development trends among these affected cities and communities are generally similar; there is limited vacant land and new development has taken the form of redevelopment and recycling of uses.

The following describes existing land uses and commuting patterns based on the Southern California Association of Governments (SCAG) database (2005) by jurisdiction and geographic/community area.

3.1.1.2 BOYLE HEIGHTS

The community of Boyle Heights is located in the city of Los Angeles where Interstate 5 (I-5) connects to State Route 60 (SR-60), United States Route 101 (US-101), and Interstate 10 (I-10). Existing land uses within Boyle Heights include commercial and service, industrial, mixed commercial and industrial, mixed urban, open space and recreation, residential, and transportation and utilities. Boyle Heights consists largely of concentrated residential and industrial uses and the railroad corridor along the western and southern borders of the community.

Within the community of Boyle Heights, approximately 67 percent of workers work within the city and 34 percent work outside the city. The mean commute time is 29.1 minutes.

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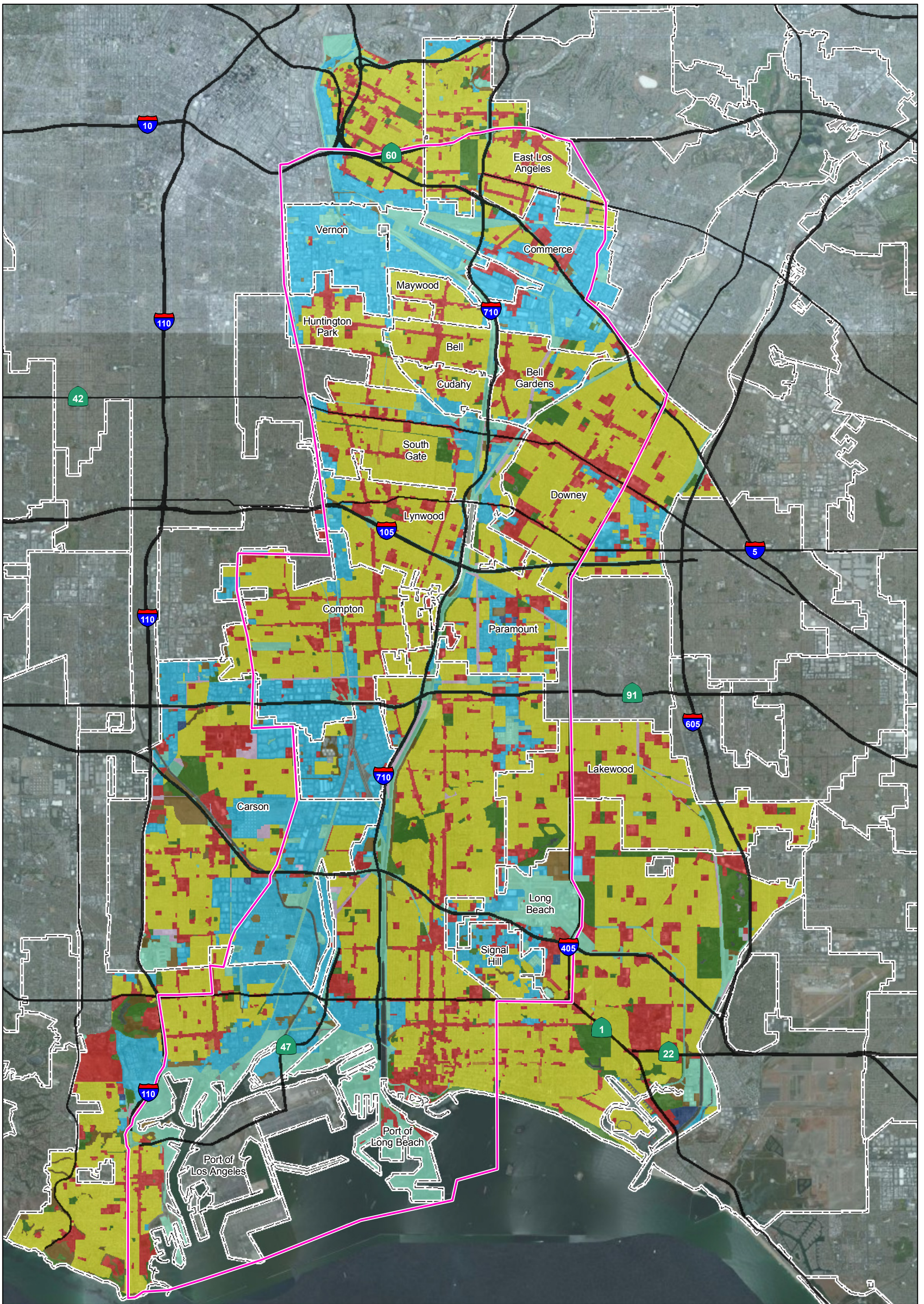
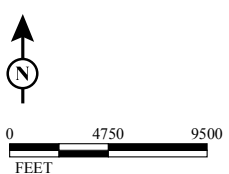


FIGURE 3.1-1

LEGEND

- | | | |
|---------------------------------|-------------|------------------------------|
| I-710 Study Area | Agriculture | Open Space and Recreation |
| Commercial and Services | Residential | Transportation and Utilities |
| Industrial | Vacant | |
| Mixed Commercial and Industrial | | |
| Mixed Urban | | |



SOURCE: BING (2008); TBM (2007); SCAG (2005)
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3.1.13 CITY OF BELL

The city of Bell is 2.2 square miles in area and is located in the south-central portion of Los Angeles County where the Interstate 710 (I-710) mainline meets I-5. Existing land uses within the city of Bell include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. According to the City of Bell 2010 General Plan, industrial land uses account for 24 percent of the total land area, residential uses account for 34 percent, commercial and services uses account for 8 percent, and I-710 accounts for 7 percent. Along I-710, existing land uses include residential, industrial, and commercial and services.

The city of Bell consists of two district areas connected by the Los Angeles River and the I-710. The southern part of the city is known as “Central City” and contains residential and supporting commercial uses. The northern part of the city is developed with industrial uses and is known as the “Cheli Industrial Area.” This area was previously owned by the Federal government but portions have since been sold to the Los Angeles Unified School District (LAUSD) and other agencies for redevelopment. Very limited vacant land exists in the city and new development is expected to take the form of recycled or redeveloped properties.

Within the city of Bell, approximately 8 percent of workers work within the city and 92 percent work outside the city. The mean commute time is 28.5 minutes.

3.1.14 CITY OF BELL GARDENS

The city of Bell Gardens is 2.4 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city of Bell Gardens include residential, commercial, industrial, open space and recreation, transportation, and agricultural land use designations. Existing land uses along the I-710 mainline include residential, commercial, and industrial uses.

Within the city of Bell Gardens, approximately 12.6 percent of workers work within the city and 87.4 percent work outside the city. The mean commute time is 28.1 minutes.

3.1.15 CITY OF CARSON

The city of Carson is approximately 19.2 square miles in area and is located in the southern portion of Los Angeles County, just west of the I-710/Interstate 405 (I-405) interchange. Existing land uses within Carson include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. Along the I-710 mainline, the existing land use is industrial. Nearly 50 percent of Carson’s land uses are industrial.

Within the city of Carson, approximately 17.1 percent of workers work within the city and 82.9 percent work outside the city. The mean commute time is 25.6 minutes.

3.1.16 CITY OF COMMERCE

The city of Commerce is 6.6 square miles in area and is located in the south-central portion of Los Angeles County where I-710 meets the I-5. Existing land uses within the city of Commerce include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. Along the I-710 mainline, existing land uses include industrial, open space and recreation, residential, and transportation and utilities. Industrial land uses account for more than 70 percent of the total land area in the city.

The City of Commerce 2020 General Plan (2006) identifies the following nine planning areas that comprise mostly industrial, commercial, and residential uses: Bandini-Rosini, Rosewood, Northwest, Southeast, Ferguson, West, Atlantic/Washington, Commerce Park, and Town Center.

Within the city of Commerce, approximately 20.4 percent of workers work within the city and 79.6 percent work outside the city. The mean commute time is 25.8 minutes.

3.1.17 CITY OF COMPTON

The city of Compton is approximately 10.5 square miles in area and is located in the south-central portion of Los Angeles County where I-710 connects to SR-91. Existing land uses within the city of Compton include residential, commercial and services, industrial, agriculture, open space and recreation, and transportation and utilities. Along the I-710 mainline, existing land uses include residential, industrial, commercial and services, open space and recreation, and transportation and utilities. The city of Compton is primarily built out and has limited vacant land.

Within the city of Compton, approximately 15 percent of workers work within the city and 85 percent work outside the city. The mean commute time is 28.1 minutes.

3.1.18 CITY OF CUDAHY

The city of Cudahy is 1.1 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city of Cudahy include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. Industrial uses are primarily located along the southwestern boundary of the city, adjacent to the railroad and the cities of Huntington Park and South Gate. The majority of commercial uses are concentrated along Atlantic Ave. Additionally, along the I-710, existing land uses are primarily residential, with some commercial and services, and open space and recreation uses. The city of Cudahy is primarily built out and currently has no sizeable areas of undeveloped land.

Within the city of Cudahy, approximately 6 percent of workers work within the city and 94 percent work outside the city. The mean commute time is 32 minutes.

3.1.19 CITY OF DOWNEY

The city of Downey is approximately 12.5 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city of Downey include commercial and service, industrial, open space and recreation, residential, agriculture, and transportation and utilities. There are no existing land uses along the I-710 mainline because I-710 is not within or adjacent to the city of Downey.

Within the city of Downey, approximately 16 percent of workers work within the city and 84 percent work outside the city. The mean commute time is 26.6 minutes.

3.1.1.10 CITY OF HUNTINGTON PARK

The city of Huntington Park is approximately three square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. The city is primarily developed with residential land uses and industrial land uses that are located along its western and northern boundaries. Commercial and service uses are located along major arterials, including Florence Ave., Gage Ave., Slauson Ave., Pacific Blvd., and Santa Fe Ave. The city has no sizeable areas of undeveloped land; therefore, recycling and redevelopment of property is an incremental process that is ongoing. This process includes existing developed areas, otherwise outdated and/or abandoned, being rehabilitated and reconstructed to new and improved uses. There are no existing land uses along the I-710 mainline because I-710 is not within or adjacent to the city of Huntington Park.

Within the city of Huntington Park, approximately 12.6 percent of workers work within the city and 87.4 percent work outside the city. The mean commute time is 29.6 minutes.

3.1.1.11 CITY OF LAKEWOOD

The city of Lakewood is 9.5 square miles in area and is located in the southeastern portion of Los Angeles County. Existing land uses within the city of Lakewood include commercial and services, industrial, open space and recreation, residential, agriculture, and transportation and utilities. There are no existing land uses along the I-710 mainline because I-710 is not within or adjacent to the city of Lakewood.

The city of Lakewood is primarily a residential community. According to the City of Lakewood General Plan, the city consists of approximately 51 percent residential uses, 13 percent public and quasi-public uses, 24 percent street/highway uses, and 8 percent commercial/industrial/agricultural uses. The city is essentially built out, with only approximately 32 acres of vacant land (0.53 percent of the city's total area).

Within the city of Lakewood, approximately 10.9 percent of workers work within the city and 89.1 percent work outside the city. The mean commute time is 27.3 minutes.

3.1.1.12 CITY OF LONG BEACH

The city of Long Beach is approximately 50 square miles in area and is located in the southern portion of Los Angeles County. Existing land uses within the city of Long Beach include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. Along the I-710 mainline, existing land uses include commercial and services, industrial, open space and recreation, residential, and transportation and utilities.

Approximately 22 percent of the proposed I-710 Corridor Project Study Area is located in the city of Long Beach, and there are 29 neighborhoods in Long Beach located within 0.5 mile of the I-710 Corridor Project improvements.

Within the city of Long Beach, approximately 36.5 percent of workers work within the city and 63.5 percent work outside the city. The mean commute time is 27.9 minutes.

3.1.1.13 CITY OF LYNWOOD

The city of Lynwood is approximately 4.9 square miles in area and is located in the south-central portion of the County where I-710 meets I-105. Existing land uses within Lynwood include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. Along the I-710 mainline, existing land uses include industrial, commercial and services, and transportation and utilities.

According to the City of Lynwood General Plan (2003), 42 percent of the existing land uses within the city are residential and 33.2 percent are streets and highways.

Within the city of Lynwood, approximately 12.3 percent of workers work within the city and 87.7 percent work outside the city. The mean commute time is 27.0 minutes.

3.1.1.14 CITY OF MAYWOOD

The city of Maywood is approximately 1.14 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city include commercial and services, industrial, open space and recreation, residential, mixed commercial and industrial, and transportation and utilities. There are no existing land uses along the I-710 mainline because I-710 is not within or adjacent to the city of Maywood.

According to the City of Maywood General Plan (1993), residential uses account for nearly 60 percent of the land use in Maywood, and the majority of the housing stock is over 50 years old.

As a result, the City of Maywood strives to preserve its existing residential neighborhoods while promoting new development in the industrial areas to provide employment opportunities.

Within the city of Maywood, approximately 9.3 percent of workers work within the city and 90.7 percent work outside the city. The mean commute time is 28.8 minutes.

31.1.15 CITY OF PARAMOUNT

The city of Paramount is approximately 4.7 square miles in area and is located in the south-central portion of the County where I-710 meets the I-105. Existing land uses within the city of Paramount include residential, commercial and services, industrial, open space and recreation, mixed urban, mixed commercial and industrial, agriculture, and transportation and utilities. Along the I-710 mainline, existing land uses are primarily transportation and utilities.

The City of Paramount General Plan (2007) identifies seven Area Plans for planning purposes for key neighborhoods and districts within the city. These Area Plans include: the Central Business District Area Plan, the Central Industrial District Area Plan, the Clearwater East Area Plan, the Clearwater North and Howe/Orizaba Area Plans, the Clearwater West Area Plan, and the Somerset Area Plan (including the Paramount Place Area Plan and the Downey/Somerset Area Plan).

Within the city of Paramount, approximately 16.8 percent of workers work within the city and 83.2 percent work outside the city. The mean commute time is 26.1 minutes.

31.1.16 CITY OF SIGNAL HILL

The city of Signal Hill is approximately 2.2 square miles in area and is located in the southeastern portion of Los Angeles County. Existing land uses within the city include commercial and services, industrial, open space and recreation, residential, and transportation and utilities. According to the City of Signal Hill General Plan (2008), industrial uses make up 39 percent of the city's land uses, followed by residential uses at 35 percent and commercial and services uses at 21 percent. There are no existing land uses along the I-710 mainline because I-710 is not within or adjacent to the city of Signal Hill.

There are seven neighborhoods in the city of Signal Hill: the Central Neighborhood, the North End Neighborhood, the West Side Neighborhood, the Civic Center Neighborhood, the Hilltop Neighborhood, the Southeast Neighborhood, and the Atlantic/Spring Neighborhood.

Within the city of Signal Hill, approximately 12.2 percent of workers work within the city and 87.8 percent work outside the city. The mean commute time is 24.4 minutes.

3.1.1.17 CITY OF SOUTH GATE

The city of South Gate is approximately 7.4 square miles in area and is located in the south-central portion of Los Angeles County where I-710 connects to State Route 42 (SR-42), also known as Firestone Blvd. Existing land uses within the city of South Gate include commercial and services, industrial, open space and recreation, residential, mixed urban, and transportation and utilities. The City of South Gate General Plan 2035 (2009) identifies 41 percent of the city's existing land uses as residential, 20 percent as transportation, and 16 percent as industrial. These existing land uses reflect two historical development trends in the city, as both a residential community and an industrial center. Along the I-710 mainline, existing land uses include industrial, residential, commercial and services, and transportation and utilities. Specifically, residential land uses along the I-710 mainline include the Thunderbird Villa Mobile Home Park, located just west of the I-710 mainline between Southern Ave. and Salt Lake Ave.

The City of South Gate General Plan identifies the following 12 districts in the city: Adrine Industrial, Civic Center, El Paseo/South Gate Towne Center, Firestone Industrial, Gateway, Hollydale Industrial, Imperial, Tweedy Educational, Rayo Industrial, South Gate College, South Gate Triangle, and Southwest Industrial.

Within the city of South Gate, approximately 11.9 percent of workers work within the city and 88.1 percent work outside the city. The mean commute time is 28.3 minutes.

3.1.1.18 CITY OF VERNON

The city of Vernon is approximately 5.2 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within the city of Vernon include commercial and services, industrial, residential, and transportation and utilities. Along the I-710 mainline, existing land uses include industrial, and transportation and utilities.

Within the city of Vernon, approximately 11.3 percent of workers work within the city and 88.7 percent work outside the city. The mean commute time is 34.4 minutes.

3.1.1.19 UNINCORPORATED EAST LOS ANGELES

The unincorporated community of East Los Angeles is approximately 7.4 square miles in area and is located in the south-central portion of Los Angeles County. Existing land uses within East Los Angeles include commercial and services, residential, open space and recreation, industrial, agriculture, mixed commercial and industrial, mixed urban, and transportation and utilities. Along the I-710 mainline, existing land uses include mostly transportation and utilities, residential, commercial and services, and open space and recreation.

Within Los Angeles County, approximately 38.7 percent of workers work within their city of residence and 61.3 percent of workers work outside their city of residence. The mean commute time is 29.0 minutes.

3.1.1.20 WILMINGTON/SAN PEDRO

Existing land uses in Wilmington and San Pedro include residential, commercial and services, industrial, agriculture, open space and recreation, and transportation and utilities. There are no existing land uses in these communities along the I-710 mainline because I-710 is not within or adjacent to these communities.

Within the city of Los Angeles, in which Wilmington and San Pedro are located, approximately 67 percent of workers work within the city and 34 percent work outside the city. The mean commute time is 29.1 minutes.

3.1.1.21 ENVIRONMENTAL CONSEQUENCES

PERMANENT IMPACTS.

BUILD ALTERNATIVES. As shown in Table 3.1-1, all of the build alternatives would impact existing agricultural, commercial and service, industrial, open space and recreation, residential, transportation and utilities, water, and vacant land uses. Alternative 5A would convert approximately 1,352 acres of existing land uses to transportation land uses, and Alternatives 6A/B/C would convert approximately 1,652 to 1,657 acres (depending on the design option) of existing land uses to transportation land uses. Therefore, Alternatives 6A/B/C would result in a greater impact to existing land uses compared to Alternative 5A

Although the build alternatives will impact 1,352 to 1,657 acres of land currently in other uses, because I-710 has been considered in the local General Plans since its construction as a freeway in the 1950s, the build alternatives are generally compatible with adjacent land uses. Approximately 78 percent of the existing right-of-way required for Alternative 5A and approximately 73 to 76 percent of the right-of-way required for Alternatives 6A/B/C (depending on the design option) consists of either existing transportation and utilities or vacant land. Approximately 6 and 9 percent of existing right-of-way for Alternative 5A and approximately 5 to 6 and 11 to 14 percent of the existing right-of-way for Alternatives 6A/B/C (depending on design option) consists of existing commercial, service, and industrial uses, respectively. Additionally, approximately 2 percent of existing right-of-way for Alternative 5A and approximately 2 to 3 percent of the existing right-of-way for Alternatives 6A/B/C (depending on design option) consists of existing residential uses. Therefore, permanent impacts to land use as a result of Alternative 5A and Alternatives 6A/B/C are considered minimal.

Table 3.1-1 Existing Land Use Impacts by Build Alternative (acres)

		Agriculture	Commercial and Service	Industrial	Open Space and Recreation	Residential	Transportation and Utility	Vacant	Water	Total
Alternative 5A		17.76	84.02	123.56	27.81	26.85	1,016.04	43.72	11.77	1,352.44
Alternatives 6A/B/C	Option 1	38.71	89.47	230.18	29.2	41.48	1,153.17	58.06	12.18	1,652.44
	Option 2	38.71	91.82	238.01	29.2	32.84	1,153.56	58.06	12.18	1,654.37
	Option 3	38.71	92.77	184.32	34.23	32.85	1,205.79	56.35	12.18	1,657.19

Source: *Community Impact Assessment*, 2012.

Regarding commuting patterns, the I-710 Corridor Project build alternatives are intended to improve travel time and address projected traffic volumes (see Section 3.5, Traffic and Transportation, of this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for additional detail regarding travel delay).

NO BUILD ALTERNATIVE. Under Alternative 1, the permanent impacts to existing and future land uses discussed above for the build alternatives would not occur.

PUBLIC HEALTH CONSIDERATIONS. Improvement of air quality and reduction of public health risks are key elements of the project purpose for the I-710 Corridor Project. The transportation/land use relationship is a critical one relative to public health. As discussed in subsequent sections of this EIR/EIS, existing sensitive land uses (residences, parks, schools, etc.) directly adjacent to the I-710 are exposed to higher levels of vehicle exhaust emissions and traffic noise than occur within the overall I-710 Corridor. Avoidance, minimization, and mitigation measures are proposed to reduce the impacts resulting from the build alternatives on existing land uses.

With regard to future land uses, Caltrans has no land use approval authority and, therefore, relies on the agencies responsible for land use planning (i.e., the Cities and the County of Los Angeles) to consider the proximity of the I-710 when making future land use decisions within their jurisdictions.

Discussion of public health considerations relative to air quality is provided in Section 3.13, Air Quality, and public health considerations related to noise are discussed in Section 3.14, Noise. This section discusses public health considerations relative to access to parks and schools.

3.1.1.22 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As previously discussed in this section, the build alternatives would result in permanent land use impacts. However, with the implementation of measure LU-1, long-term adverse impacts as a result of the build alternatives would be reduced as a result of the Cities and County amending their General Plans to reflect the adopted I-710 Corridor Project Alternative. Please refer to Section 3.1.2.4, Avoidance, Minimization, and Avoidance Measures, for specific mitigation language in Measure LU-1.

3.1.2 CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS

3.1.2.1 REGULATORY SETTING

This project is in the coastal zone. The Coastal Zone Management Act of 1972 (CZMA) is the primary Federal law enacted to preserve and protect coastal resources. The CZMA sets up a

program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review Federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA; they include the protection and expansion of public access and recreation, the protection, enhancement and restoration of environmentally sensitive areas, protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the Federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs (LCPs). LCPs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A Federal consistency determination may be needed, as well.

3.1.22 AFFECTED ENVIRONMENT

REGIONAL AND LOCAL PLANS/POLICIES. The SCAG Regional Comprehensive Plan (RCP) and the RTP, along with the General Plans of the affected cities and communities, were reviewed in order to identify the regional planning goals, land use-related goals, and specific policies of the local jurisdictions that should be considered in evaluating the I-710 Corridor Project.

The following are applicable goals and policies for the I-710 Corridor Project.

SCAG RCP (2008). The RCP is an advisory plan that provides a vision of how southern California can balance resource conservation, economic vitality, and quality of life. The RCP provides an approach to growth and infrastructure challenges in an integrated and comprehensive way. This approach, called the Compass Blueprint and 2 Percent Strategy, would result in substantial land use changes to only 2 percent of the total land area in the region.

Below are principles and goals from the RCP that are applicable to the I-710 Corridor Project.

RCP GUIDING PRINCIPLES.

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

AIR QUALITY GOALS.

- Reduce emissions of criteria pollutants to attain Federal air quality standards by prescribed dates and State ambient air quality standards as soon as practicable.
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, and ultrafine particulates), and carbon monoxide.
- Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to businesses and residents.

TRANSPORTATION GOALS.

- A more efficient transportation system that reduces and better manages vehicle activity.
- A cleaner transportation system that minimizes air quality impacts and is energy efficient.

SCAG DRAFT RTP (2012). The 2012 Draft RTP identifies the transportation vision for the region through 2035 and provides a long-term investment framework for addressing the

region's transportation and related challenges. The plan is a balanced approach that focuses future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system.

Below are goals and policies from the RTP that are applicable to the I-710 Corridor Project.

GOALS.

- Align the plan investments with improving regional economic development and competitiveness.
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health for our residents by improving air quality, and encouraging active transportation (nonmotorized transportation, such as bicycling and walking).
- Actively encourage and create inventiveness for energy deficiencies, where possible.
- Encourage land use and growth patterns that facilitate transit and non motorized transportation.
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

POLICIES.

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP priorities, for any incremental funding in the region.

- RTP land-use and growth strategies in the RTP will respect local input and advance growth initiatives.
- Transportation demand management and nonmotorized transportation will be focus areas, subject to Policy 1.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.
- Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

COUNTY OF LOS ANGELES DRAFT GENERAL PLAN (2035). The following are goals and policies in the County of Los Angeles Draft General Plan (2035) that are relevant to the I-710 Corridor Project.

The Draft 2012 RTP also includes a Sustainable Communities Strategy (SCS) as a result of Senate Bill (SB) 375. A key goal of the SCS is to identify a vision for future growth in the SCAG region that will decrease per-capita greenhouse gas emissions from automobiles and light trucks. Included in the SCS are TDM and TSM Actions and Strategies, including those listed below applicable to the I-710 Corridor Project:

- Examine major project strategies that reduce congestion and emissions, and optimize the productivity and overall performance of the transportation system.
- Work with relevant State and local transportation authorities to increase the efficiency of the existing transportation system.

LAND USE ELEMENT

- **Goal LU 1:** A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.
- **Goal LU-2:** Planning initiatives that implement the General Plan and incorporate public input, and regional and community level collaboration.
- **Goal LU-8:** Land use patterns and community infrastructure that promote health and wellness.

MOBILITY ELEMENT

- **Goal M-1:** Complete Streets that incorporate the needs of all users.
- **Goal M3:** Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails.
- **Goal M5:** The safe and efficient movement of goods.
 - **Policy M 5.1:** Maximize aviation and port system efficiencies for the movement of people, goods, and services.
 - **Policy M 5.3:** Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.
 - **Policy M 5.4:** Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.
- **Goal M6:** Transportation networks that minimizes negative impacts to the environment and communities.

AIR QUALITY ELEMENT

- **Goal AQ 1:** Protection from exposure to harmful air pollutants.
 - **Policy AQ 1.4:** Reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.
 - **Policy AQ 1.5:** Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.
- **Goal AQ 2:** The reduction of air pollution and mobile source emissions through coordinated land use, transportation, and air quality planning.
 - **Policy AQ 2.5:** Reduce emissions from traffic congestion and vehicle trips through the support of alternative modes of transportation.
 - **Policy AQ 2.7:** Participate in, and effectively coordinate the development and implementation of community and regional air quality programs.

NOISE ELEMENT

- **Goal N-1:** The reduction of excessive noise impacts.
 - **Policy N 1.4:** Enhance noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards.
 - **Policy N 1.6:** Ensure cumulative impacts related to noise do not exceed excessive levels.
 - **Policy N 1.7:** Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.
 - **Policy N 1.8:** Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks.

CITY OF BELL. The following are goals and policies in the City of Bell 2010 General Plan (1996) that are relevant to the I-710 Corridor Project. The General Plan did not provide any specific goals or policies related to air quality.

CIRCULATION ELEMENT.

- **Policy 1:** Continue to participate in regional transportation planning efforts.
- **Policy 2:** Continue to work with adjacent cities to improve area-wide circulation.
- **Policy 3:** Continue to pursue the construction of a Slauson Avenue interchange at I-710.
- **Policy 4:** Continue to initiate the design and engineering of roadway improvement projects.
- **Policy 5:** Continue to pursue and access State and Federal and County funding sources for improving the circulation system.
- **Policy 7:** Continue to require new development proposals to include design features which will mitigate any adverse impact upon the circulation system.

LAND USE ELEMENT.

- **Policy 1:** Ensure that development activities are consistent with the General Plan.
- **Policy 10:** Expand public facilities to meet community needs and demands.
- **Policy 15:** Evaluate traffic and circulation needs to plan for future capital improvements.
- **Policy 19:** Cooperate closely with agencies responsible for public services and facilities.
- **Policy 22:** Participate in regional planning efforts.

CITY OF BELL GARDENS. The following are issues and policies in the City of Bell Gardens 2010 General Plan that are relevant to the I-710 Corridor Project.

LAND USE ELEMENT. The City of Bell Gardens 2010 General Plan Land Use Element includes policies guided by five major issues to provide a framework for the City's vision for the future: "Pride in the Community/Orgullo en la Comunidad." The five key issues include: property rights, residential development, commercial development, industrial and manufacturing development, and promotion of local businesses and jobs. These issues are addressed in five policies included in the Land Use Element; the policies applicable to the I-710 Corridor Project are provided below.

- **Policy 1:** The City of Bell Gardens decision-makers shall maintain open communication with the community at all times and shall tirelessly seek input from the residents and property owners regarding the future of the City.
- **Policy 3:** The City shall promote compatible commercial development to emphasize commercial identity and to enhance the appearance, potential economic vitality, and revitalization of the commercial areas in the City.

CIRCULATION AND TRANSPORTATION ELEMENT. The Circulation and Transportation Element focuses on key transportation-related issues and identifies roadways, highways, and public utilities that need to be expanded or improved within the city. As identified in the Element, several streets in the city are operating at over-capacity conditions (Florence Ave., west of Eastern Ave. and east of Jaboneria Rd., and Clara St. west of Eastern Ave.), and the City Public Works Department is holding discussions with Caltrans to improve the ramps and signals in the Central Business District area. The

Circulation and Transportation Element identifies four policies to address these issues; the policies applicable to the I-710 Corridor Project are provided below.

- **Policy 1:** The City of Bell Gardens shall strive to maintain a well-balanced street system, with special emphasis on circulation problems in the downtown area, and seeking innovative and model solutions to local transportation needs.
- **Policy 2:** The City shall encourage the implementation of new and innovative modes of transportation, while striving to provide for the needs of those who require specialized types of service.
- **Policy 4:** The City shall assist traffic flow along its major streets through improved signalization and other modifications to the City's circulation system.

CITY OF CARSON. The following are goals and policies in the City of Carson 2010 General Plan (1996) that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Goal TI-2:** Provide a sustainable, safe, convenient, and cost-effective circulation system to serve the present and future transportation needs of the Carson community.
 - **Policy TI-2.5:** Facilitate cooperation between the City and the transportation agencies serving the region in order to provide adequate regional vehicular traffic volumes and movements on freeways, streets and through intersections.
 - **Policy TI-2.7:** Provide all residential, commercial, and industrial areas with efficient and safe access to major regional transportation facilities.
- **Goal TI-3:** Minimize intrusion of commuter traffic on local streets through residential neighborhoods.
 - **Policy TI-3.3:** Prioritize circulation improvements that enhance through traffic flow on Major and Secondary Highways providing parallel routes to residential streets, in order to reduce through traffic during peak commute periods.
- **Goal TI-6:** Cooperate to the fullest extent possible with Federal, State, County and regional planning agencies responsible for maintaining and implementing

circulation standards to ensure orderly and consistent development of the entire South Bay region.

- o **Policy TI-6.1:** Actively participate in various intergovernmental committees and related planning forums associated with County, Regional and State Congestion Management Programs.
- o **Policy TI-6.2:** Ensure that the City remains in compliance with County, Regional, and State Congestion Management Programs (CMP) through the development of appropriate City programs and traffic impact analyses of new projects impacting the CMP routes.

LAND USE ELEMENT.

- **Goal LU-6:** A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.
 - o **Policy LU-6.2:** Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.
- **Goal LU-14:** Enhance freeway corridors and major arterials which act as gateways into the City of Carson.
 - o **Policy LU-14.1:** Work with Caltrans to provide and maintain an attractive freeway environment in Carson, including access ramps.

ECONOMIC DEVELOPMENT ELEMENT.

- **Goal ED-1:** Strengthen existing City services and support systems.
 - o **Policy ED-1.4:** Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end:
 - o Aggressively pursue code enforcement activities;
 - o Develop good design standards; and
 - o Establish a City identity.

AIR QUALITY ELEMENT.

- **Goal AQ-1:** Reduce particulate emissions from paved and unpaved surfaces and during building construction.
 - **Policy AQ-1.1:** Continue to enforce ordinances which address dust generation and mandate the use of dust control measures to minimize this nuisance.
 - **Policy AQ-1.2:** Promote the landscaping of undeveloped and abandoned properties to prevent soil erosion and reduce dust generation.
 - **Policy AQ-1.3:** Adopt incentives, regulations, and/or procedures to minimize particulate emissions.
- **Goal AQ-2:** Air Quality which meets State and Federal standards.
 - **Policy AQ-2.1:** Coordinate with other agencies in the region, particularly SCAQMD and SCAG, to implement provisions of the regions' AQMP, as amended.
 - **Policy AQ-2.3:** Cooperate and participate in regional air quality management plans, programs and enforcement measures.

CITY OF COMMERCE. The following are goals and policies in the City of Commerce 2020 General Plan (2006) that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Transportation Policy 1.1:** The city of Commerce will continue to implement a comprehensive plan for a coordinated street, circulation system that will provide for the safe and efficient movement of people and goods.
- **Transportation Policy 4.5:** The city of Commerce will initiate discussions with the city of Vernon and Caltrans regarding future freeway improvements.
- **Transportation Policy 4.11:** The city of Commerce will consult with Caltrans in considering the feasibility of constructing a direct ramp connection from the Long Beach Freeway to the adjacent rail yards as a means to reduce truck traffic on local streets.

- **Transportation Policy 6.1:** The city of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts are mitigated to the fullest extent possible.
- **Transportation Policy 6.2:** The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.
- **Transportation Policy 6.3:** The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.

One of the key programs that the City will continue to implement or undertake as part of the implementation of the General Plan is the Caltrans Coordination Program.

- **Caltrans Coordination Program:** The city will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully apprised of the improvement efforts in the early stages of planning and design. The city will continue to work with Caltrans and the Metropolitan Transportation Authority, as appropriate, and will request to be on all notification lists for future projects that may impact the city.

CITY OF COMPTON. The following are goals and policies in the City of Compton General Plan Vision 2010 that are relevant to the I-710 Corridor Project.

Several of the following goals and policies are identified as either short-term (S), medium-range (M), or long-range (L) goals. Short-term covers a five-year planning period, medium-range includes a five to ten-year planning period, and long-range indicates goals to be achieved over a 20-year time frame or policies that represent ongoing City policies and programs.

CIRCULATION ELEMENT.

- **Goal 1.0 (L):** Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton.
 - **Policy 1.8 (L):** Provide a street system that allows for the safe and efficient movement of traffic.

- o **Policy 1.14 (S):** Minimize the impact of Major and Secondary street “spill over” traffic on residential neighborhoods by installing traffic diverters, restrictive channelization, additional signals, and other features which will discourage through traffic.
- **Goal 4.0 (L):** Use Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City Streets.
 - o **Policy 4.7 (S):** Consider enacting an ordinance, which prohibits truck deliveries during peak traffic periods.
- **Goal 5.0 (L):** Balance the use of regional freight routes with the need to protect community welfare.
 - o **Policy 5.4 (L):** Continue to enforce the ordinance establishing truck routes and limiting through truck traffic to those routes.

CITY OF CUDAHY. The following are goals and policies in the City of Cudahy General Plan that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Goal 1:** Maximize the efficiency, convenience, and safety of the existing transportation system.
- **Goal 3:** Encourage the expansion of existing public transportation routes and circulation.
 - o **Policy 3.3:** Support the continued development of a regional transportation system that will serve area residents.
- **Interagency Coordination:** The City of Cudahy shall work with adjacent cities and other agencies (County Transportation Commission, Southern California Rapid Transit District (now Metro), California Department of Transportation) for the planning of transportation needs of the area.

AIR QUALITY ELEMENT.

- **Goal 4:** Reduce Roadway Congestion.

- o **Policy 4.1:** Encourage truck operations to divert peak hour travel, whenever feasible, to off peak periods to reduce roadway congestion and associated emissions.
- **Goal 8:** Reduce fugitive dust emissions.
 - o **Policy 8.1:** Require all feasible fugitive dust reduction techniques to be utilized during construction.
 - o **Policy 8.3:** Require reseeding and maintenance of exposed soil that has been previously disturbed.
 - o **Policy 8.4:** Encourage landscaping and tree planting which trap pollutants and protect sensitive receptors.
- **Goal 10:** Improve preconstruction environmental review to reduce emissions and exposure.
 - o **Policy 10.2:** Facilitate project review and avoid project delays by adopting regional thresholds of significant air quality impact.
 - o **Policy 10.3:** Provide, to the maximum extent feasible, for the protection of receptors from significant health risks caused by exposure to toxic and hazardous pollutants.
 - o **Policy 10.4:** Reduce the exposure of sensitive receptors to dust and odors to the extent feasible.
- **Goal 11:** Maximize the effectiveness of air quality control programs through coordination with other governmental units.
 - o **Policy 11.1:** Participate in the SCAQMD rule development process on regulations which impact the City of Cudahy to insure that city concerns are resolved early in the process.
 - o **Policy 11.2:** Participate in air quality plan development at the Southern California Association of Governments to insure that issues affecting Cudahy are considered in developing local government measures and that legislation that improves air regional quality and does not adversely impact Cudahy is supported.

- **Goal 13:** Reduce directly emitted vehicle emissions through city government actions.
 - **Policy 13.1:** Work with surrounding communities to reduce idling emissions by increasing traffic flow on major thoroughfares by synchronizing traffic signals.

NOISE ELEMENT.

- **Goal 1:** Prevent any increase in the established acceptable ambient levels of sound in residential areas of the community.
 - **Policy 1.1:** Consider the inclusion of noise-impacted areas in redevelopment or other programs, which would permit assistance for the residents with relocation, rehabilitation, or insulation of their structures and properties.
 - **Policy 1.2:** Consider steps to correct existing noise problem areas through the establishment of buffers and barriers or through abatement procedures.
 - **Policy 1.3:** Discourage the location of unbuffered noise sources near residential areas and schools.
- **Goal 2:** Prohibit unnecessary, excessive, and offensive noises, which are detrimental to the public health and welfare and contrary to the public interest.
 - **Policy 2.2:** Control at their sources, any sounds, which exceed accepted community noise levels.
 - **Policy 2.3:** Limit construction activities to daytime hours to reduce construction noise impacts.

CITY OF DOWNEY. The following are goals and policies in the City of Downey Vision 2025 General Plan (2003) that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal 2.1:** Increase the capacity of the existing street system.
 - **Policy 2.1.1:** Maintain a street system that provides safe and efficient movement of people and goods.

- **Goal 2.4:** Reduce adverse impacts onto city streets from traffic traveling through the region.
 - **Policy 2.4.1:** Discourage the use of city streets as through routes for traffic traveling through the region.
 - **Program 2.4.1.1:** Coordinate with Caltrans, MTA, SCAG, Gateway Cities COG and other agencies to promote multi-modal improvement strategies to improve the regional transportation network.
 - **Program 2.4.1.3:** Support efforts to upgrade the 1-710 freeway to address and restrict container truck traffic.

LAND USE ELEMENT.

- **Goal 1.4:** Protect and enhance the residential neighborhoods.

CONSERVATION ELEMENT.

- **Goal 4.5:** Encourage activities that improve air quality.
 - **Policy 4.5.1:** Pursue every available means and opportunities to reduce air particulate and pollutants within the city and region.
 - **Program 4.5.1.1:** Coordinate with other agencies, including school districts, transit agencies, and regional agencies, including South Coast Air Quality Management District and the Southern California Association of Governments, in their efforts to implement the regional Air Quality Management Plan and otherwise improve air quality.
 - **Program 4.5.1.2:** Support regional and subregional efforts in strategically managing goods movements in order to reduce emissions from truck traffic.
 - **Program 4.5.1.3:** Reduce air particulate and other pollutants created by, but not limited to the operation of diesel engine and increased truck traffic from marine and port operations in the Long Beach and Los Angeles ports and City operations, especially along the 1-710 freeway corridor.

- **Program 4.5.1.6:** Promote community participation in developing strategies and projects addressing air quality, such as Tier 2 1-710 corridor citizen advisory committee.
- **Program 4.5.1.7:** Pursue means to prohibit unnecessary operation of engines.

NOISE ELEMENT.

- **Goal 6.1:** Protect persons from exposure to excessive noise.
 - **Policy 6.1.1:** Minimize noise impacts onto noise-sensitive uses.
 - **Program 6.1.1.1:** Enforce noise standards.
 - **Program 6.1.1.2:** Ensure that new developments within areas with exterior noise at unacceptable levels are designed to maintain interior noise levels at acceptable levels.
 - **Program 6.1.1.3:** Continue to enforce provisions prohibiting construction activities during noise-sensitive hours.
 - **Program 6.1.1.4:** Encourage the use of different construction methods, including insulation, for new developments to reduce noise impacts generated by other land uses and traffic.
 - **Program 6.1.1.5:** Discourage the establishment of noise-sensitive land uses within areas where noise cannot be mitigated.
 - **Program 6.1.1.6:** Consider the establishment of a program to retrofit to acceptable noise levels, noise-sensitive land uses within areas with exterior noise are at unacceptable levels.
- **Goal 6.2:** Protect persons from exposure to excessive noise generated by various modes of transportation.
 - **Policy 6.2.1:** Reduce noise generated by vehicular traffic.
 - **Program 6.2.1.1:** Coordinate with and encourage Caltrans to install and maintain freeway sound walls especially providing sound walls for the south side of the I-5 Freeway east of Lakewood Boulevard adjacent to Dennis the Menace Park.

- **Program 6.1.1.3:** Continue to work with the Metropolitan Transportation Authority and other transit agencies towards minimizing noise impacts by discouraging the use of local residential streets as transit routes.

CITY OF HUNTINGTON PARK. The following are goals and policies in the City of Huntington Park General Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal 1:** Provide a system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the City.
 - **Policy 1.4:** Coordinate street system improvements and signalization with regional transportation efforts.
- **Goal 2:** Support development of a network of regional roadway facilities which ensure the safe and efficient movement of people and goods from within the City areas outside its boundaries, and which accommodate regional travel demands.
- **Goal 3:** Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

OPEN SPACE AND CONSERVATION ELEMENT.

- **Goal 1.0:** Reduce the air pollution through land use, transportation, and energy use planning.
 - **Policy 1.1:** Endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.

CITY OF LAKEWOOD. The following are goals and policies in the City of Lakewood General Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal 1:** Maintain a fully developed network of arterial and collector streets which permit the safe and efficient movement of people and goods in harmony with the environment.

- o **Policy 1.4:** Coordinate with other jurisdictions to develop a system of highways and arterials, which meet the demand for regional transportation.

AIR QUALITY ELEMENT.

- **Goal 1:** Effective coordination of air quality improvement efforts in Lakewood and the region.
 - o **Policy 1.1:** Recognize that air pollutants are not constrained by political boundaries and that the policies of each community may adversely affect others. That is why strategies to improve air quality must be coordinated among governments.

CITY OF LONG BEACH. The following are goals and policies in the City of Long Beach General Plan (1997) that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Goal:** The City of Long Beach is to maintain or improve our current ability to move people and goods to and from activity centers while reinforcing the quality of life in our neighborhoods.
 - o **Objective 1:** Maintain traffic and transportation service levels at Level Of Service “D” or at the 1987 LOS where that LOS was worse than “D.”
 - o **Objective 2:** Accommodate reasonable, balanced growth.
 - o **Objective 3:** Maintain or enhance our quality of life.

AIR QUALITY ELEMENT.

- **Goal 1:** Effective coordination of air quality improvement efforts in the South Coast Air Basin, the Southeast Los Angeles County (SELAC) subregion of SCAG, and other agencies.
 - o **Policy 1.2:** Encourage Community Participation.
- **Goal 2:** A diverse and efficient ground transportation system that minimizes air pollutant emissions.

- o **Policy 2.1.1:** Reduce Vehicle Trips.
- o **Policy 2.1.2:** Reduce Vehicle Miles Traveled.
- o **Policy 2.1.3:** Increase cost-effectiveness of transportation and parking systems.
- o **Policy 2.2.1:** Modify Work Schedules.
- o **Policy 2.3.1:** Expand Transit in the City and the Region.
- **Goal 4:** Minimize feasible emissions from the Ports of Long Beach and Los Angeles.
 - o **Policy 4.1:** Minimize emissions from ships.
 - o **Policy 4.2:** Reduce the impacts of rail-related emissions on Long Beach neighborhoods and the downtown.
 - o **Policy 4.3:** Monitor particulate pollution at the Ports and locations downwind, and pursue methods of reducing emissions while accommodating needed growth.
- **Goal 6:** Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling, and storage of materials.
 - o **Policy 6.1:** Dust Control.
- **Goal 7:** Reduce emissions through reduced energy consumption.
 - o **Policy 7.1:** Energy Conservation,
 - o **Policy 7.2:** Recycle Wastes,

CITY OF LOS ANGELES. The following are goals and policies in the City of Los Angeles General Plan that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Goal A:** Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.
 - **Objective 1:** Expand neighborhood transportation services and programs to enhance neighborhood accessibility.
 - **Policy 1.1:** Establish highway and transit accessibility measures to be used in evaluating the transportation needs of the City's communities.
 - **Objective 2:** Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.
 - **Policy 2.1:** Evaluate the benefits of major transportation projects based on movement of persons and goods, rather than vehicle-movement, and look for opportunities on the arterial system to enhance ridesharing and transit.
 - **Policy 2.2:** Cooperate with regional agencies to establish regionwide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.
 - **Policy 2.28:** Establish priority corridors for arterial street capital improvements.
 - **Policy 2.29:** Consider highway infrastructure investments primarily along severely congested corridors.

LAND USE ELEMENT.

- **Goal 3A:** A physically balanced distribution of land uses that contributes towards and facilitates the:
 - City's long-term fiscal and economic viability,

- o Revitalization of economically depressed areas,
 - o Conservation of existing residential neighborhoods,
 - o Equitable distribution of public resources,
 - o Conservation of natural resources,
 - o Provision of adequate infrastructure and public services,
 - o Reduction of traffic congestion and improvement of air quality,
 - o Enhancement of recreation and open space opportunities,
 - o Assurance of environmental justice and a healthful living environment,
 - o Achievement of the vision for a more livable city.
- **Policy 3.1.2:** All for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework City wide Long-Range Land Use Diagram.

AIR QUALITY ELEMENT.

- **Goal 1:** Good air quality and mobility in an environment of continued population growth and healthy economic structure.
 - o **Objective 1.1:** It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.
 - o **Policy 1.1.1:** Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.
 - o **Objective 1.2:** It is the objective of the City of Los Angeles to demonstrate the City's commitment to air quality improvement through development and revision of the City's General Plan Elements as appropriate, and to work cooperatively with Federal, state, regional, and other local jurisdictions in attaining clean air.

- **Policy 1.2.2:** Pursue the City's air quality objectives in cooperation with regional and other local jurisdictions.
 - **Objective 1.3:** It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
 - **Policy 1.3.1:** Minimize particulate emissions from construction sites.
- **Goal 4:** Minimize impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
 - **Objective 4.1:** It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.
 - **Policy 4.1.1:** Coordinate with all appropriate regional agencies the implementation of strategies for the integration of land use, transportation, and air quality policies.

CITY OF LYNWOOD. The following are goals and policies in the City of Lynwood General Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal CIR-1:** Provide a circulation system to serve the internal circulation needs of the City, while also addressing the intercommunity or through travel needs.
- **Goal CIR-3:** Promote a regional transportation system that serves existing and future travel between Lynwood and other population and employment centers within the region.
 - **Policy CIR-3.1:** Regional Transportation Facilities: Interface with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities, which address area wide and regional travel needs.
- **Goal CIR-5:** Manage peak hour traffic flow and demand on the circulation system to reduce traffic congestion where necessary and feasible.

- o **Policy CIR-5.1:** Travel Demand Management Program: Provide for the development and monitoring of Travel Demand Management (TDM) programs at locations where trip making is concentrated.

AIR QUALITY ELEMENT.

- **Goal AQ-1:** Improve air quality in conformance with State and Federal standards.
 - o **Policy AQ-1.1:** Air Quality Mitigation Measures: The City shall ensure that to the extent practical that air quality mitigation measures are incorporated into residential, commercial, and industrial projects.

CITY OF MAYWOOD. The following are goals and policies in the City of Maywood General Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal 1:** Minimize freeway impacts on the local street system while ensuring convenient access to the Long Beach Freeway (I-710) from Maywood.
 - o **Policy 1.1:** Support efforts of the California Department of Transportation (Caltrans) to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial roadway network.
 - o **Policy 1.2:** Work with Caltrans to provide a full or partial interchange of the Long Beach Freeway at Slauson Avenue.
 - o **Policy 1.3:** Support efforts of Los Angeles County Metropolitan Transportation Authority (METRO) and other transportation agencies to increase use of mass transit and other alternatives to the private automobile as a way to reduce potential traffic loads on the Long Beach Freeway.

CONSERVATION ELEMENT.

- **Goal 2:** Promote cooperation between the city and other agencies and local governments to improve the environment.
 - o **Policy 2.1:** Continue cooperation and coordination between jurisdictions pertaining to regional environmental quality.

- o **Policy 2.2:** Support all actions and/or programs that will result in the development of a comprehensive regional mass transit system.
- **Goal 3:** Provide for the proper management of natural resources both in the city and region are so that they may be protected for the benefit of present and future residents.
 - o **Policy 3.1:** Develop and enforce local criteria of air and water quality so that the city may reduce its share of these regional problems.

CITY OF PARAMOUNT. The following are goals and policies in the City of Paramount General Plan that are relevant to the I-710 Corridor Project.

TRANSPORTATION ELEMENT.

- **Transportation Element Policy 6:** The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.

LAND USE ELEMENT.

- **Land Use Element Policy 9:** The City of Paramount will promote development that capitalizes on its location near the I-105 Freeway, the 710 Freeway, and the 91 Freeway.

CITY OF SIGNAL HILL. The following are goals and policies in the City of Signal Hill General Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal 1:** Provide for a safe, efficient, and balanced circulation system that serves future land use needs consistent with the City's ability to finance and maintain such a system while minimizing negative environmental impacts.
 - o **Policy 1.10:** Direct through traffic from local streets to collector, secondary and major highways to reduce traffic on local streets, improve neighborhood safety and environmental quality.
 - o **Policy 1.15:** Assist in providing an efficient regional circulation system through coordination with the City of Long Beach, the County of Los Angeles, Caltrans, and other agencies as needed.

LAND USE ELEMENT.

- **Goal 2:** Ensure that new development is consistent with the City’s circulation system, availability of public facilities, existing developments, and the City’s unique characteristics and natural resources.
 - **Policy 2.1:** Coordinate and monitor the intensity and impact of land uses in Signal Hill and Long Beach on the City’s existing transportation and circulation systems so that they are able to provide for the efficient movement of people and goods with the least interference.
- **Goal 3:** Assure a safe, health, and aesthetically pleasing community for residents and businesses.
 - **Policy 3.15:** Improve the image of major highways by use of landscaping, lighting, graphics, and/or other streetscape treatments.

ENVIRONMENTAL RESOURCES ELEMENT.

- **Goal 5:** Ensure minimal degradation to the physical environment from development or operational activities, and require restoration of the environment where degradation has occurred.
 - **Policy 5.1:** Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

CITY OF SOUTH GATE. The following are goals and policies in the City of South Gate General Plan 2030 that are relevant to the I-710 Corridor Project.

MOBILITY ELEMENT.

- **Goal ME 1:** Provide and maintain an efficient roadway system serving all parts of the City and support multimodal transportation.
 - **Objective ME 1.1:** Balance the roadway system with the planned land uses in the City.
 - **Policy P.1:** The City should provide a safe and efficient street system, to support the City’s mobility goals, all transportation modes, and the City’s Land Use and Community Design Elements.

- **Objective ME 1.2:** Fully develop the street system, and maximize its operational efficiency.
 - **Policy P.2:** The City should coordinate with the I-710 Corridor Project to explore I-710 interchange and ramp modifications that improve overall traffic circulation on city streets.
- **Goal ME 3:** Minimize the adverse effects of traffic.
 - **Objective ME 3.1:** Minimize and/or reduce adverse impacts on city streets from regional through traffic.
 - **Policy P.1:** The City should coordinate with regional authorities and adjacent jurisdictions for regional highway network improvements, regional multi-modal programs, and signage programs.
 - **Policy P.2:** The City should support an I-710 Corridor Project design that minimizes traffic impacts on City streets, and enhances access to the freeway with improved interchanges with City streets.
 - **Objective ME 3.2:** Reduce adverse impacts from truck traffic.
 - **Policy P.2:** The City should work closely with Metro and Caltrans on the I-710 Corridor Improvements process to ensure new truck ramps in the City are suitably located to facilitate truck access to industrial areas of the City, and to ensure that new truck lanes and direct truck ramps do not adversely impact the City and its neighborhoods.
 - **Policy P.4:** The City should coordinate with regional planning agencies, the Ports of Los Angeles and Long Beach, and railroad operators to maximize the use of rail for goods movement in the region and in the I-710 Corridor in particular.
- **Action ME 1:** Implement the following street improvements for general circulation (including transit and other modes).

- **Action ME 1.2:** Garfield Avenue: Work with the I-710 Improvement Project to add truck ramps to I-710 Truck Lanes within the City limits where feasible without adversely impacting key streets or residential neighborhoods.
- **Action ME 1.3:** I-710 Freeway Interchanges: Explore improved ramp connections to city streets as part of the I-710 Project, including the concept of a joint access and frontage road system that would provide freeway access/egress to the new Southern Avenue Extension, Firestone Boulevard, and a new easterly extension of Independence Avenue/Ardmore Avenue.
- **Action ME 1.14:** Imperial Highway: Explore and implement improvements to the I-710 interchange as part of the I-710 Corridor Project, including the removal of the existing off ramp at Abbot Road/Wright Road and addition of a substitute ramp directly at Imperial Highway, as part of the I-710 Improvement Project.

COMMUNITY DESIGN ELEMENT.

- **Goal CD 4:** Preservation and enhancement of existing neighborhoods' quality and character.
 - **Objective CD 4.1:** Preserve the character of existing neighborhoods.
 - **Policy P.2:** Existing neighborhoods should be preserved and protected against potential impacts related to development, traffic, noise, air quality, and encroachment of incompatible commercial and industrial activities.

HEALTHY COMMUNITY ELEMENT.

- **Goal HC 7:** High levels of air quality and improved respiratory health throughout the City.
 - **Objective HC 7.2:** Encourage and enable transportation behavior that improves air quality and respiratory health.
 - **Policy P.3:** The City should support Federal, state, and regional agencies in their efforts to reduce exposure to emissions from railroad, truck, and industrial diesel emissions.

CITY OF VERNON. The following are goals and policies in the City of Vernon General Plan (2007) that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Goal CI-1:** Provide a balanced transportation system for the safe and efficient movement of people, goods and emergency services throughout the City.
 - **Policy CI-1.9:** Continue to work with Caltrans and neighboring jurisdictions to improve the Atlantic/Bandini/I-710 intersection and to make improvements to the I-710 Freeway, including direct truck ramps to the rail yards and exploring the potential for adding an interchange at Slauson Avenue to improve access to the City.

LAND USE ELEMENT.

- **Goal LU-1:** Promote and maintain manufacturing and other industrial uses as the primary land use within the City.
 - **Policy LU-1.1:** Designate all properties in Vernon for manufacturing and industrial use, and permit other uses only with a Conditional Use Permit, and permit certain uses only in specified Overlay Districts.

RESOURCE ELEMENT.

- **Goal R-2:** Contribute to the continued (continual and) gradual improvement of air quality in the South Coast Air Basin.
 - **Policy R-2.1:** Coordinate and cooperate with the South Coast Air Quality Management District and Southern California Association of Governments in efforts to implement the regional Air Quality Management Plan.

BOYLE HEIGHTS. The following are goals and policies in the Boyle Heights Community Plan that are relevant to the I-710 Corridor Project.

CIRCULATION ELEMENT.

- **Objective 2:** To minimize the detrimental impact of all existing freeways in the Community.
 - **Policy 2:** That highways and local streets be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions,

except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

EAST LOS ANGELES. The following are goals and policies in the East Los Angeles Community Plan (1988) that are relevant to the I-710 Corridor Project.

PHYSICAL ENVIRONMENT GOALS.

- To retain the single-family residential life style of the community.
- To improve local transit and circulation.
- To protect the community health, safety and general welfare.

HUMAN RESOURCES GOALS.

- To increase residents' participation in meeting the community's public safety needs.
- To increase the community participation in environmental, human resource and economic development matters.

COASTAL ZONE. A portion of the Study Area is located within the boundary of the Coastal Zone. The Coastal Zone designation in the Study Area consists of the POLB and the POLA, portions of the city of Long Beach south of Anaheim St. and east of the Los Angeles River, and portions of the city of Long Beach south of Ocean Blvd. and E. Broadway and east of the Los Angeles River. Applicable LCPs in the Study Area include the POLB Master Plan, the POLA Master Plan, and the City of Long Beach LCP; however, the proposed I-710 Corridor Project improvements would only occur in the POLB Master Plan and the City of Long Beach LCP jurisdictions (see discussion below for details). Figure 3.1-2 shows the official Coastal Zone boundary in the vicinity of the I-710 Corridor Project.

Access to the Coastal Zone in the vicinity of the I-710 Corridor Project improvements is facilitated by the existing I-710 mainline, State Route 47 (SR-47), and Ocean Blvd. However, public accessibility to the coast is relatively limited because the area is fully developed and the areas west of I-710 are active goods movement areas within the POLB and the POLA. However, the public can gain access to the coast east of I-710 via the public parks and marinas/boat launches located in downtown Long Beach, and south of the proposed improvements by foot, vehicle, or bicycle using a network of roads and pathways.

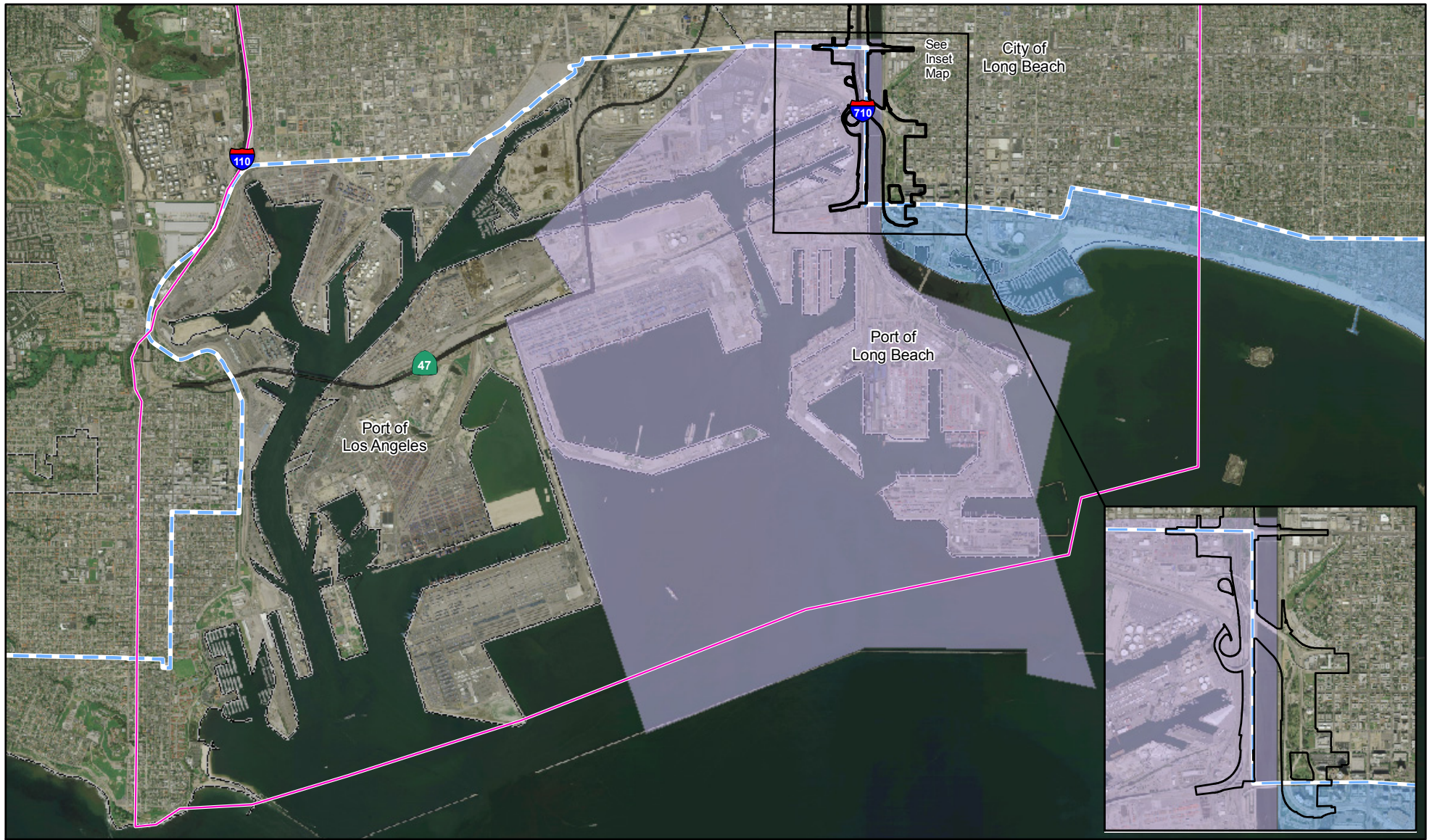





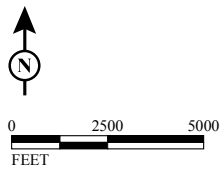


FIGURE 3.1-2

LEGEND

-  Project Limits
-  I-710 Study Area
-  California Coastal Zone Boundary
-  Port of Long Beach Master Plan Jurisdiction
-  Long Beach Local Coastal Program Jurisdiction



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The Coastal Zone environment in the Study Area is built out. Currently, estuarine habitat in the Study Area occurs in earthen-bottom tidal portions of the Los Angeles River along the three miles of the river between Willow St. on the north and the POLB on the south (approximately 7.59 acres). Biological resources located in these habitats are considered high-quality wildlife habitats because they provide protective cover, reproduction, and nesting resources, water, and food for a variety of species. In addition, estuaries such as the lower Los Angeles River serve as nurseries for marine fish and provide sediment traps, erosion control, and natural flood control. Sections 3.16 and 3.17, provided later in this Draft EIR/EIS, include additional information on native and nonnative biological resources that occur in the Coastal Zone and Study Area.

POLA MASTER PLAN. The POLA Master Plan was first certified in 1980 by the California Coastal Commission. Since 1980, the POLA Master Plan has been amended and certified an additional 19 times.

The objective of the POLA Master Plan is to establish policies and guidelines to direct the future development of the Port of Los Angeles. The Plan is designed to better promote and safely accommodate the foreign and domestic waterborne commerce, navigation, and fisheries in the national, State, and local public interest. The Plan also provides for additional public recreation facilities within the POLA that are consistent with sound and compatible port planning. The proposed I-710 Corridor Project improvements are located adjacent but not within the POLA Master Plan area.

POLB MASTER PLAN. The POLB Master Plan was first certified in 1978 by the California Coastal Commission. The document was updated and certified in 1983 and then again in 1990. Since 1990, the POLB Master Plan has been amended and certified an additional 19 times.

The purpose of the POLB Master Plan is to provide a planning tool to guide future Port development and to ensure that projects and developments in the Harbor District are consistent with the requirements of the California Coastal Act. The POLB Master Plan is divided into ten planning districts, which are geographical areas established to serve functional purposes by consolidating similar land and water uses, maximizing efficient use of facilities, and separating hazardous cargo from other areas of POLB. The proposed I-710 Corridor Project improvements would be located in District 1, the North Harbor Planning District. The North Harbor Planning District consists of numerous small, independently owned land parcels that are presently devoted to port-related and non-port-related uses.

Anaheim St., the northern boundary of this district, functions as a major route for vehicular traffic entering or leaving the POLB. Existing uses on private land within District 1 remain

throughout the northern portion of the district but do not need to meet the requirements of the POLB Master Plan; therefore, as these private properties become available, POLB intends to obtain and redevelop them in accordance with the POLB Master Plan.

CITY OF LONG BEACH LCP. The City of Long Beach LCP was certified in 1980 by the California Coastal Commission and amended in 1994. The purpose of the City of Long Beach LCP is to protect and enhance the city's coastal resources. The City of Long Beach LCP is divided into seven planning areas, and a portion of the proposed I-710 Corridor Project is located within the Downtown Shoreline planning area. The Coastal Zone of the Downtown Shoreline planning area lies south of Ocean Blvd. and encompasses office and residential buildings, a newly expanded Convention and Entertainment Center, several public uses, and vacant land. The proposed improvements are located in the vicinity of existing office uses in the West Beach planning area of the Downtown Shoreline Policy Plan. Within the West Beach area, permitted uses are the existing uses.

3.1.2.3 ENVIRONMENTAL CONSEQUENCES

PERMANENT IMPACTS.

BUILD ALTERNATIVES. While adoption of any one of the build alternatives would require SCAG, the County of Los Angeles, and several other regional and local agencies to amend their plans to reflect modifications to the I-710 mainline, interchanges, arterial highways, and arterial intersections, as well as the elimination of any land uses that may need to be acquired for the project, the proposed build alternatives are generally consistent with these plans. Caltrans will need to amend its existing freeway agreements with cities where the build alternatives would add or remove connections to I-710 or I-405.

LOCAL AND REGIONAL PLANS. The discussions below provide a consistency analysis for the applicable regional and local plans discussed earlier in this section.

SCAG RCP. The 2008 RCP includes several guiding principles and goals that the build alternatives would be consistent with, including improved mobility for residents, improved air quality, and a cleaner transportation system. However, the build alternatives would not provide new housing or education as referenced in the RCP.

SCAG RTP. The 2012 Draft RTP includes several guiding principles and goals with which the build alternatives would be consistent, including improved mobility for residents, improved air quality, and a cleaner transportation system. In addition, the 2012 Draft RTP currently identifies the I-710 Corridor Project as a mixed-flow highway project planned for completion in 2030 that would assist in accommodating goods movement in southern California. The RTP also includes several goals with

which the build alternatives would be consistent, including the following: increased mobility and accessibility for all people and all goods in the region; improved safety and reliability for transportation of people and goods in the region; and protection of the environment, including improved air quality. The build alternatives do not provide HOV gap closures or a rideshare program; therefore, the build alternatives would not be consistent with these policies in the RTP.

2035 COUNTY OF LOS ANGELES DRAFT GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the 2035 County of Los Angeles Draft General Plan because the project would improve existing transportation facilities instead of building new freeways; would protect sensitive uses, including residential areas; would reduce noise levels; includes the public during the planning process; and would improve the image of major transportation corridors.

CITY OF BELL GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Bell General Plan, because the project addresses existing and planned land uses, including a new I-710 interchange at Slauson Ave., and would improve circulation within the region. The build alternatives would not expand public facilities in the city; however, Caltrans is working with agencies responsible for public facilities throughout the corridor to mitigate any direct impacts.

CITY OF BELL GARDENS GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Bell Gardens General Plan because the project includes improvements at the I-710/Florence Ave. interchange, including a redesign of the interchange to reduce traffic congestion along Florence Ave., between Eastern Ave. and Jaboneria Rd., which is referenced as a key transportation-related issue in the Circulation Element. The build alternatives would also improve access to the Central Commercial District and would not result in business displacements within the city of Bell Gardens. In addition, Alternatives 6B and 6C include a freight corridor for zero-emission trucks, which is consistent with the City's policy to encourage new and innovative modes of transportation.

CITY OF CARSON GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Carson General Plan because the project would provide improvements to the circulation system for existing and planned transportation needs; Alternatives 6A/B/C would provide a dedicated freight corridor; the project would include an extensive outreach process involving local and regional planning agencies; and the build alternatives would improve local interchanges and arterials, as well as air quality and aesthetics along I-710.

CITY OF COMMERCE GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Commerce 2020 General Plan since they address three main components found in many of the General Plan policies: community participation, improved air quality, and reduced traffic congestion. Alternatives 6A/B/C also include a direct access from I-710 in to the rail yards as identified in the General Plan.

CITY OF COMPTON GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Compton General Plan because they would improve access to and from businesses and residents within the city, as well as address traffic safety, spillover traffic, reduced congestion, and use of a designated freight route.

CITY OF CUDAHY GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Cudahy General Plan because they would improve vehicular circulation and safety, relieve congestion, improve air quality, address increases in noise along the I-710 Corridor near sensitive uses, and incorporate a multi-agency outreach program.

CITY OF DOWNEY GENERAL PLAN. While adoption of a build alternative would not directly impact the City of Downey, the build alternatives are consistent with the adopted goals and policies in the City of Downey General Plan because of the following: the proposed widening and dedicated truck route provided by Alternatives 6A/B/C would decrease the number of trucks and automobiles accessing local arterials as alternative routes for through trips; the build alternatives would not result in adverse impacts to residential neighborhoods or businesses within the city of Downey; the build alternatives would result in improved air quality; and the build alternatives would not expose persons within the city of Downey to excessive noise.

CITY OF HUNTINGTON PARK GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Huntington Park General Plan because they would address existing and future circulation needs including improvements to intersections within the city, improving air quality, and reducing traffic congestion.

CITY OF LAKEWOOD GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Lakewood General Plan because the I-710 Corridor Project is a regional project that addresses the main components found in many of the General Plan policies: multi-agency coordination, improved air quality, reduced traffic congestion, and improved safety for drivers. Specifically, the goals

and policies of the Circulation Element and Air Quality Element are consistent with the I-710 Corridor Project build alternatives.

CITY OF LONG BEACH GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Long Beach General Plan. The I-710 Corridor Project build alternatives would improve people and goods movement, reduce congestion, improve air quality, and include community and local agency participation. The build alternatives would also result in relocation of businesses and residents in the city, which would be inconsistent with the General Plan.

CITY OF LOS ANGELES GENERAL PLAN. In reference to the communities of Wilmington and San Pedro, the I-710 Corridor Project build alternatives are consistent with the adopted goals and policies in the City of Los Angeles General Plan because they address some of the main components found in many of the General Plan policies: improved accessibility and enhanced transit; improved air quality; reduced traffic congestion; limited impacts to residential neighborhoods; and balanced planning among air quality, transportation, and land use.

CITY OF LYNWOOD GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Lynwood General Plan because they would address local and regional circulation for existing and future needs, reduce traffic congestion, consider the community's concerns, provide the necessary infrastructure to promote a balanced community, and improve air quality.

CITY OF MAYWOOD GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Maywood General Plan because the project includes a proposed new I-710 interchange at Slauson Ave. as referenced in the Circulation Element, which would provide convenient access to the I-710 from Maywood and result in minimal impacts to the local street system. The build alternatives would not directly impact residential or industrial uses within the city. In addition, while the proposed project would not directly result in new commercial districts or businesses within the city, the build alternatives would result in increased accessibility to the city along the I-710 Corridor (specifically increased accessibility to the commercial districts located along Slauson Ave. and Atlantic Blvd.) as a result of a new local interchange.

CITY OF PARAMOUNT GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Paramount General Plan since they would address the region's public and mass transit system and would not adversely impact residences or businesses within the city of Paramount.

CITY OF SIGNAL HILL GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of Signal Hill General Plan because the I-710 Corridor Project is a regional project that would provide safe, efficient, and balanced circulation to address existing and future land use needs. In addition, three of the proposed build alternatives would provide a dedicated freight corridor to reduce traffic on local streets. The project would also improve air quality.

CITY OF SOUTH GATE GENERAL PLAN. The build alternatives are consistent with the adopted goals and policies in the City of South Gate General Plan. The build alternatives would reduce traffic congestion, including truck traffic; add a dedicated freight corridor and truck ramps in the city (Alternatives 6A/B/C); include coordination with other local and regional agencies; improve air quality; and preserve residential neighborhoods in the city of South Gate by avoiding residential displacements in the city.

CITY OF VERNON GENERAL PLAN. The I-710 Corridor Project is consistent with the adopted goals and policies in the City of Vernon General Plan since it addresses the need for a balanced transportation network, improvements to the Atlantic Blvd./Bandini Blvd. intersection, new dedicated truck routes and ramps to the rail yards under Alternatives 6A/B/C, improved air quality, and extensive agency coordination.

BOYLE HEIGHTS COMMUNITY PLAN. The I-710 Corridor Project is consistent with the adopted goals and policies in the Boyle Heights Community Plan since the build alternatives include features to reduce community impacts, improve air quality, balance land uses, and reduce traffic congestion.

EAST LOS ANGELES COMMUNITY PLAN. The I-710 Corridor Project is consistent with the adopted goals and policies in the East Los Angeles Community Plan because it addresses some of the Community Plan's main components: community participation, improved air quality, reduced traffic congestion, and retaining of residential areas in East Los Angeles.

COASTAL ZONE. Table 3.1-2 provides a consistency analysis of the build alternatives relative to the five primary goals of the California Coastal Act.

POLA MASTER PLAN. The I-710 Corridor Project is not located within the POLA Master Plan Area and will, therefore, not have a direct impact. Nonetheless, the project is consistent with the POLA Master Plan, as it would improve an existing transportation facility and better promote and safely accommodate good movements.

Table 3.1-2 California Coastal Act Consistency

Goals	Consistency Analysis
<p>Goal A: Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.</p>	<p>The build alternatives would improve an existing facility and reduce congestion, which would reduce air emissions in the Coastal Zone. Biological resource surveys conducted for the project indicate that areas potentially impacted by the build alternatives within the Coastal Zone would be limited to developed/ornamental/ruderal areas, and no jurisdictional waters were identified that would be under the jurisdiction of the California Coastal Commission (see Sections 3.16 through 3.21 for additional detail). Similarly, cultural resource surveys conducted indicate no known archaeological or historic resources in the Coastal Zone that would be impacted by the build alternatives (see Section 3.7 for additional detail). Water quality BMPs that would be implemented as a result of the I-710 Corridor Project build alternatives would improve existing water quality conditions (see Section 3.9 for additional detail). Therefore, the build alternatives are consistent with Goal A because they would maintain and improve the overall quality of the environment in the Coastal Zone.</p>
<p>Goal B: Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.</p>	<p>The build alternatives would improve an existing facility that is commonly used for goods movement for the local and regional economies, as well as to transport people to and from the Coastal Zone and adjacent cities along the I-710 Corridor. Therefore, the build alternatives are consistent with Goal B because they would improve conditions on an existing facility located in the Coastal Zone used to transport goods and people at a local and regional level and would not result in adverse impacts to Coastal Zone resources.</p>
<p>Goal C: Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.</p>	<p>The build alternatives would reduce congestion on the existing I-710 mainline, thereby facilitating vehicular access to the coast, including coastal resources in downtown Long Beach. The I-710 Corridor Project would not impact existing parks in the Coastal Zone and would not adversely affect public recreation opportunities or sound resource conservation principles in the Coastal Zone. While the build alternatives would require relocation of residences and businesses located in the Study Area, some of which are located in the Coastal Zone near the I-710/Anaheim St. interchange, all relocations would comply with the Uniform Act, which requires that relocation services and payments be made available to the eligible residents, businesses, and nonprofit organizations displaced by the project (see Section 3.3.2 for additional detail). Therefore, the build alternatives are consistent with Goal C because they would improve access to the Coastal Zone and would not result in adverse impacts to public recreational opportunities, sound resource conservation, or private property in the Coastal Zone.</p>

Table 3.1-2 California Coastal Act Consistency

Goals	Consistency Analysis
<p>Goal D: Assure priority for coastal-dependent and coastal-related development over other development on the coast.</p>	<p>The I-710 Corridor Project includes improvements to an existing transportation facility that serves local residents as well as local and regional goods movement and is not identified as a coastal-dependent or coastal-related development. However, improvements to the I-710 mainline and the proposed freight corridor under Alternatives 6A/B/C would improve access and reduce congestion for goods movements for adjacent coastal-dependent developments, including the Port of Long Beach and Port of Los Angeles. Therefore, the I-710 Corridor Project is consistent with Goal D.</p>
<p>Goal E: Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.</p>	<p>The build alternatives would improve an existing transportation facility that was first constructed as a freeway in the Coastal Zone in the 1950s. The I-710 Corridor Project is intended to improve air quality and health, improve traffic safety, address design deficiencies of the I-710 mainline, address projected traffic volumes, and address projected growth in population, employment, and activities related to goods movement. The I-710 Corridor Project includes an extensive community outreach effort, including multiple local and regional agencies, members of the public, and representatives from local groups and organizations to coordinate planning and address the communities' concerns. Therefore, the I-710 Corridor Project is consistent with Goal E.</p>

BMPs = Best Management Practices

I-710 = Interstate 710

Uniform Act = Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

POLB MASTER PLAN. The build alternatives are consistent with the POLB Master Plan because the project would improve an existing facility and would not introduce new non-port-related uses to the POLB Master Plan District 1 and would not prevent the POLB from redeveloping private properties that become available for port-related uses.

CITY OF LONG BEACH LCP. As discussed above, the proposed I-710 Corridor Project improvements are located in the vicinity of existing office uses in the West Beach area of the Downtown Shoreline Policy Plan. Within the West Beach area, permitted uses are the existing uses and the plan calls for these to remain. The I-710 Corridor Project would improve an existing local arterial within the West Beach area; therefore, the I-710 Corridor Project is a permitted use under the City of Long Beach LCP.

NO BUILD ALTERNATIVE. Under Alternative 1, no improvements would be made within the I-710 Corridor other than the projects that are already planned and committed to be constructed by or before 2035. Not improving the I-710 Corridor would be inconsistent with regional plans such as the 2012 Draft RTP and several affected city General Plans that specifically call for improvements to I-710.

PUBLIC HEALTH CONSIDERATIONS. Public health was determined not to be a topic of concern for the consistency analysis of State, regional, and local plans.

3.1.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As discussed previously in this section, if approved, the build alternatives would require amendments to the affected cities' General Plans to reflect the final alignment of the I-710 mainline, to reflect modified and/or new interchange locations, and to change the land use designations on properties that would be acquired for the project to a transportation or public use designation. Measure LU-1 below would be applicable to all build alternatives to ensure consistency with future land use planning. With implementation of Measure LU-1, no residual impact would result relative to future land use impacts and plan consistency.

LU-1 Following approval of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project and filing of a Notice of Determination with the State Clearinghouse, the California Department of Transportation (Caltrans) shall request that the affected Cities and the County amend their respective General Plans to reflect the final alignment, interchange locations, and modification of land use designations for properties that would be acquired for the project. Caltrans will also initiate amendments to existing freeway agreements with cities where the build alternatives would add or remove access to I-710 or Interstate 405 (I-405).

3.1.3 PARKS AND RECREATION FACILITIES

3.1.3.1 AFFECTED ENVIRONMENT

Parks and recreation facilities that meet the definition of Section 4(f) properties are described in detail in the *Draft Section 4(f) Evaluation* (2012) provided in Appendix B. Recreation resources that are not Section 4(f) properties are also discussed in this section and described briefly in the *Draft Section 4(f) Evaluation*.

Table 3.1-3 includes a list of publicly and privately owned parks and recreation facilities in the Study Area within 0.5 mile of the I-710 Corridor Project improvements where direct and/or indirect impacts could result. The parks and recreation resources are listed by city/community and are shown on Figure 3.1-3. There are no parks or recreation facilities within 0.5 mile of the

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
Veterans Park	6526 Wilcox Ave., City of Bell	Veterans Park is an approximately three-acre community park that offers a tot lot, game courts, a picnic area, softball fields, and meeting rooms.
Rancho San Antonio Sports Plaza	7100 Walker Ave., City of Bell	Rancho San Antonio Sports Park is a 2.7-acre neighborhood park that offers a softball field and snack bar.
Marlow Park	6640 Marlow Ave., City of Bell Gardens	Marlow Park is a 0.6-acre mini-park located at the northeast corner of Marlow Ave. and Lubec St. Amenities include two play structures in sand areas, a tetherball pole, concrete walkways, park lighting, benches, picnic tables, barbeque grills, mature shade trees, a multi-use building (Community Center) with restrooms, and a small grass area.
Julia Russ Asmus Park	8321 Jaboneria Rd., City of Bell Gardens	Amenities at this park include playground equipment, a swing set, a basketball court, a picnic shelter, picnic tables, restrooms, and benches.
Youth Center	5658 Ludell St., City of Bell Gardens	The Youth Center is open Monday through Thursday from 2:00 p.m. to 7:00 p.m. and on Friday from 2:00 p.m. to 8:00 p.m. Activities include a variety of programs for youth and adults.
Dominguez Park	21330 Santa Fe Ave., City of Carson	Dominguez Park is a nine-acre neighborhood park that has ball fields, basketball courts, a children's play area, meeting/craft rooms, picnic areas, a snack bar, tennis courts, and a swimming pool.
Dominguez Community Center	21156 Santa Fe Ave., City of Carson	Dominguez Community Center provides a meeting room, a kitchen, and restrooms.
Bandini Park	4725 Astor Ave., City of Commerce	Bandini Park is a 3.1-acre neighborhood park that offers basketball and volleyball courts; athletic fields; picnic shelters; a playground; and a children's wading pool. The Batres Community Center is located at Bandini Park and offers recreational programs and activities for all ages.
Bristow Park	1466 McDonnell Ave., City of Commerce	Bristow Park is an approximately 11-acre neighborhood park that offers outdoor activities such as organized youth sports; picnic shelters; playgrounds; and a children's wading pool. The park has a community center that offers a variety of recreational programs. In addition, a Scout Hut is located at Bristow Park and is used by the various scouting organizations in the city of Commerce and by the Department of Parks and Recreation for youth programs.
Kelly Park	2319 E. Caldwell St., City of Compton	Kelly Park is a 3.8-acre park that offers a community center equipped with a kitchen and stage, meeting rooms, a picnic area with barbeque pits, children's playground equipment, an outdoor basketball court and volleyball court, a junior baseball diamond, and outdoor restrooms.

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
East Rancho Dominguez County Park	15116 S. Atlantic Ave., City of Compton	East Rancho Dominguez County Park is a five-acre park that offers a gymnasium, a large community building, tennis courts, lighted basketball courts, a picnic area with barbecue grills, and restrooms.
Compton Par 3 Golf Course	6400 E. Compton Blvd., City of Compton	The Compton Par 3 Golf Course has a fully stocked pro shop, a snack bar, and off-street parking.
Compton Hunting and Fishing Club	1625 S. Sportsman Dr., City of Compton	This facility includes an underground firing range and offers meeting rooms for use by various organizations.
Cudahy Park	5240 Santa Ana St., City of Cudahy	Amenities at this park include two softball fields, one soccer field, a tennis court, a basketball court, playground equipment, a skate park, City Hall, and the Cudahy Library.
Clara Park	4835 Clara St., City of Cudahy	Amenities at this park include picnic tables and a walkway.
Los Amigos Country Club	7295 Quill Dr., City of Downey	Los Amigos Country Club is a public 18-hole golf course owned and operated by the County of Los Angeles that features 5,937 yards of golf from the longest tees for a par of 70. The facility includes a clubhouse.
Temple Park	7132 Cole St., City of Downey	Temple Park is a 0.05-acre park with a play area.
Crawford Park	7000 Dinwiddie, City of Downey	A two-acre park with a play area and picnic shelter.
14th Street Park	14th St. and Chestnut Ave., City of Long Beach	This park includes playground equipment.
Admiral Kidd Park	2125 Santa Fe Ave., City of Long Beach	This park provides amenities such as a basketball court, a playground, a soccer field, a picnic area, and restrooms.
Burton W. Chace Park	W. Market St. and Dairy Ave., City of Long Beach	This park is 0.5 acre in size and has a basketball court, playground equipment, and a water play spray feature.
Cesar E. Chavez Park	401 Golden Ave., City of Long Beach	Cesar E. Chavez Park is approximately 25.5 acres in size and features basketball courts, a community center, a playground, a weight room, restrooms, and picnic areas.
Chavez Wetlands	City of Long Beach	Chavez Wetlands is a planned park.
Coolidge Park	352 E. Neece St., City of Long Beach	Facilities at this park include a basketball court, a softball field, a playground, a picnic area, a community center, and restrooms.
Daisy Avenue Greenbelt	Daisy Ave. and Pacific Coast Hwy., City of Long Beach	The Daisy Avenue Greenbelt is a wide, undeveloped street median with grass and trees.
DeForest Nature Trail	6255 DeForest Ave., City of Long Beach	The DeForest Nature Trail is part of DeForest Park.

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
DeForest Park	6255 DeForest Ave., City of Long Beach	Facilities at this park include a basketball court, a community center, a nature trail, a playground, a racquetball court, a softball field, a tennis court, a sand volleyball court, recreation classes, and restrooms.
DeForest Wetlands	City of Long Beach	This is a Riverlink Park destination site.
Drake Park	951 Maine Ave., City of Long Beach	The facilities at this park include a basketball court, a community center, a handball/racquetball court, a picnic area, a playground, a soccer field, a softball field, a tennis court, a volleyball court, and restrooms.
Golden Shore Marine Biological Reserve Park	Golden Ave., City of Long Beach	This park is located near the Golden Shore RV Park. It is a bird and aquatic life sanctuary.
Golden Shore RV Park	101 Golden Ave., City of Long Beach	Golden Shore RV Park is approximately five acres in size. It features 77 spaces with full hookups, 30/50 amp services, large picnic areas with tables, a pool and spa, a recreation/club room with a small kitchen facility, videogames, a sand volleyball court, horseshoes, shuffleboard, a children's playground, hot showers, a laundry room, a convenience store, barbeque pits, a phone hookup, and restrooms.
Golf Learning Center	3701 Pacific Pl., City of Long Beach	This facility features a driving range. It is privately owned and operated.
Houghton Park	6301 Myrtle Ave., City of Long Beach	This park provides such amenities as a baseball field, a basketball court, a community center, a picnic area, a playground, a soccer field, softball fields, tennis courts, a volleyball court, and restrooms.
Lincoln Park	Pacific Ave. and Broadway St., City of Long Beach	Lincoln Park is a total of 5.6 acres in area. It features a picnic area and open space. Lincoln Park has the distinction of being the oldest park in Long Beach. Originally known as Pacific Park, the area was officially designated as a park on the original town site of Long Beach in 1888.
Loma Vista Park	72nd Pl. and Ocean Blvd., City of Long Beach	Loma Vista Park is 0.23 acre in size and overlooks the scenic Alamitos Bay. Amenities provided include park benches, picnic tables, and play equipment.
Los Cerritos Park	3750 Del Mar Ave., City of Long Beach	Facilities at this park include play equipment, lighted tennis courts, and picnic areas.
Long Beach Aquarium	100 Aquarium Wy., City of Long Beach	This privately owned aquarium features 19 major habitats and 32 focus exhibits and is home to more than 11,000 ocean animals.
Rainbow Harbor Esplanade	Pine Ave. and South Shoreline Dr., City of Long Beach	This park provides open green space for public use and special events.
Rancho Los Cerritos	4600 Virginia Rd., City of Long Beach	Rancho Los Cerritos is a historic site with an adobe house and landscaped grounds. The property is 4.8 acres in size.

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
Rancho Rio Verde Riding Club	1000 W. Carson St., City of Long Beach	Rancho Rio Verde Riding Club provides horse riding lessons; equestrian, jumping, hunting, and boarding facilities; and transportation. It is privately owned and operated.
Seaside Park	City of Long Beach	Seaside Park is a planned park.
Shoreline Aquatic Park	Aquarium Wy., City of Long Beach	Shoreline Aquatic Park is located between the Long Beach Aquarium and the Downtown Shoreline Marina. It is a wide, open green area that is used for picnics and special events.
Silverado Park	1545 W. 31st St., City of Long Beach	Silverado Park provides baseball fields, a basketball court, a Teen and Senior Center, a gym, picnic areas, a playground, a swimming pool, a softball field, tennis courts, volleyball courts, and restrooms.
South Shore Launch Ramp	590 Queensway Dr., City of Long Beach	This small boat launch ramp is located near the Queen Mary on Queensway Dr. and is open 24 hours per day.
South Street Parkway	South St. and Jaymills Ave., City of Long Beach	South Street Parkway is a 1.4-acre lot of open space.
Tanaka Park	1400 W. Wardlow Rd., City of Long Beach	Tanaka Park provides such amenities as a playground, a picnic area, benches, a walking trail, and a half-court basketball court.
Victory Park	Ocean Blvd., City of Long Beach	Victory Park is a total of 4.4 acres in area. It features a grassy area with a scenic ocean view along the south side of Ocean Blvd. between Alamitos Ave. and Magnolia Ave.
Virginia Country Club	4602 N. Virginia Rd., City of Long Beach	Virginia Country Club features 18 holes and 6,505 yards of golf from the longest tees for a par of 71. It is privately owned and operated.
Wrigley Greenbelt	City of Long Beach	This area provides green open space and a walking trail for residents to enjoy. It is 9.8 acres in size.
Wrigley Heights No. 1	City of Long Beach	This is a Riverlink Park destination site.
Wrigley Heights No. 2	City of Long Beach	This is a Riverlink Park destination site.
Burke-Ham Park	11832 Atlantic Ave., City of Lynwood	This ten-acre park includes a baseball and soccer overlay; a basketball court; a tree-covered promenade; a tot lot; a restroom building; picnic and open grass areas; and a walking/jogging path that encircles the park's perimeter, with exercise stations along the route.
Maywood Park	4801 E. 58th St., City of Maywood	This park is 5.5 acres in size and is located in the eastern portion of the city. The facilities located in this park include the Maywood Community Center, a baseball diamond/softball field, picnic facilities, and playground facilities and equipment.
Maywood River Park	5000 Slauson Ave., City of Maywood	This park is located in the eastern portion of the city, along the Los Angeles River. Facilities include grass fields, a basketball court, parking, playground facilities and equipment, picnic facilities, and a walkway.

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
Spane Park	14400 Gundry Ave., City of Paramount	This park consists of a preschool, a playground, a fishing pond, a learning center (Paramount Education Partnership), a lighted basketball court, a lighted baseball diamond, a picnic area, an outdoor amphitheater, and restrooms.
Ralph C. Dills Park	6500 San Juan St., City of Paramount	This park consists of playgrounds, exercise stations, a nature trail, picnic areas, a walking/jogging path, and restrooms.
Orange Avenue Pool	14618 Orange Ave., City of Paramount	Orange Avenue Pool is a public pool open to residents of the city of Paramount only during the summer.
Meadows Park	15753 Gundry Ave., City of Paramount	This park consists of playgrounds and a picnic shelter.
Circle Park	10129 Garfield Ave., City of South Gate	Circle Park is a four-acre neighborhood park built in 1956 and renovated in 1976 and 2003. The park is semideveloped with a full basketball court, one ball field with a backstop, open turf for soccer, a small parking lot, and a playground.
Hollydale Park	5400 Monroe Ave., City of South Gate	Hollydale Park is a 56-acre community park built in 1976. The park is partially developed with a playground, lighted tennis courts, handball courts, softball fields with a backstop, an equestrian center, a volleyball court, open turf areas for soccer, one large picnic shelter, a parking lot, stair access to the bike path, and an equestrian trail along Los Angeles River.
South Gate Park	4900 Southern Ave., City of South Gate	South Gate Park is a 96.8-acre community park that was acquired by the City of South Gate in 1936. The park is developed with an auditorium, a sports center with a gym and pool, nine softball fields, one baseball field, soccer fields, tennis courts, a golf course, a junior hockey rink, a skate park, a senior center, an Azalea Memorial Garden, the War Memorial, two playground areas, picnic areas with barbeque grills, basketball courts, handball courts, a sand volleyball court, Boy Scout huts, horseshoe courts, drinking fountains, restrooms, benches, trash containers, and three parking lots. South Gate Park includes the South Gate Girls Clubhouse, the South Gate Sports Complex and Swim Stadium, and South Gate Senior Center.
South Gate Golf Course	9615 Pinehurst Ave., City of South Gate	South Gate Golf Course is a nine-hole, par 3 golf course that includes a snack bar, a driving range, and a pro shop.
Triangle Park	Atlantic Ave. and Rayo Ave., City of South Gate	Triangle Park is a 0.3-acre park with a special use area, a trail stop, a pergola, seating, bike racks, a drinking fountain, and parking.
Imperial Equestrian Center	5543 Leeds St., City of South Gate	This privately owned, full-service boarding and training facility features seven round pens and turnouts, a large riding arena with lights, four bathing stalls with lights, and 13 cross-tie stalls.

Table 3.1-3 Existing Parks and Recreation Facilities within 0.5 mile of the I-710 Corridor Project Improvements

Resource	Address	Amenities
Parque Dos Rios	Imperial Hwy., I-710, City of South Gate	Parque Dos Rios is an 8.6-acre parcel located in the triangle generally formed by the Los Angeles River to the east, Imperial Hwy. to the south, and the I-710 to the west. The Los Angeles River Trail is aligned along the east boundary of the Parque Dos Rios, between the Park and the Los Angeles River. Parque Dos Rios is expected to be open to the public in late 2012/early 2013. When construction of the Park is complete, it will be a public park open to use by residents and other visitors to the area, including users of the Los Angeles River Trail on the east side of the Park. The following recreation facilities and amenities will be provided at Parque Dos Rios when the project is open to the public: overlook decks, seating areas, coastal sage scrub habitat area for birds and animals, shaded area with a picnic table, drinking fountain, bike rack, raptor perches, decorative fencing, and bilingual interpretive signs on the history of the City of South Gate and the Los Angeles and Rio Hondo Rivers.

Source: *Community Impact Assessment*, 2012.
Draft Section 4(f) Evaluation, 2012

I-710 = Interstate 710
 RV = recreational vehicle

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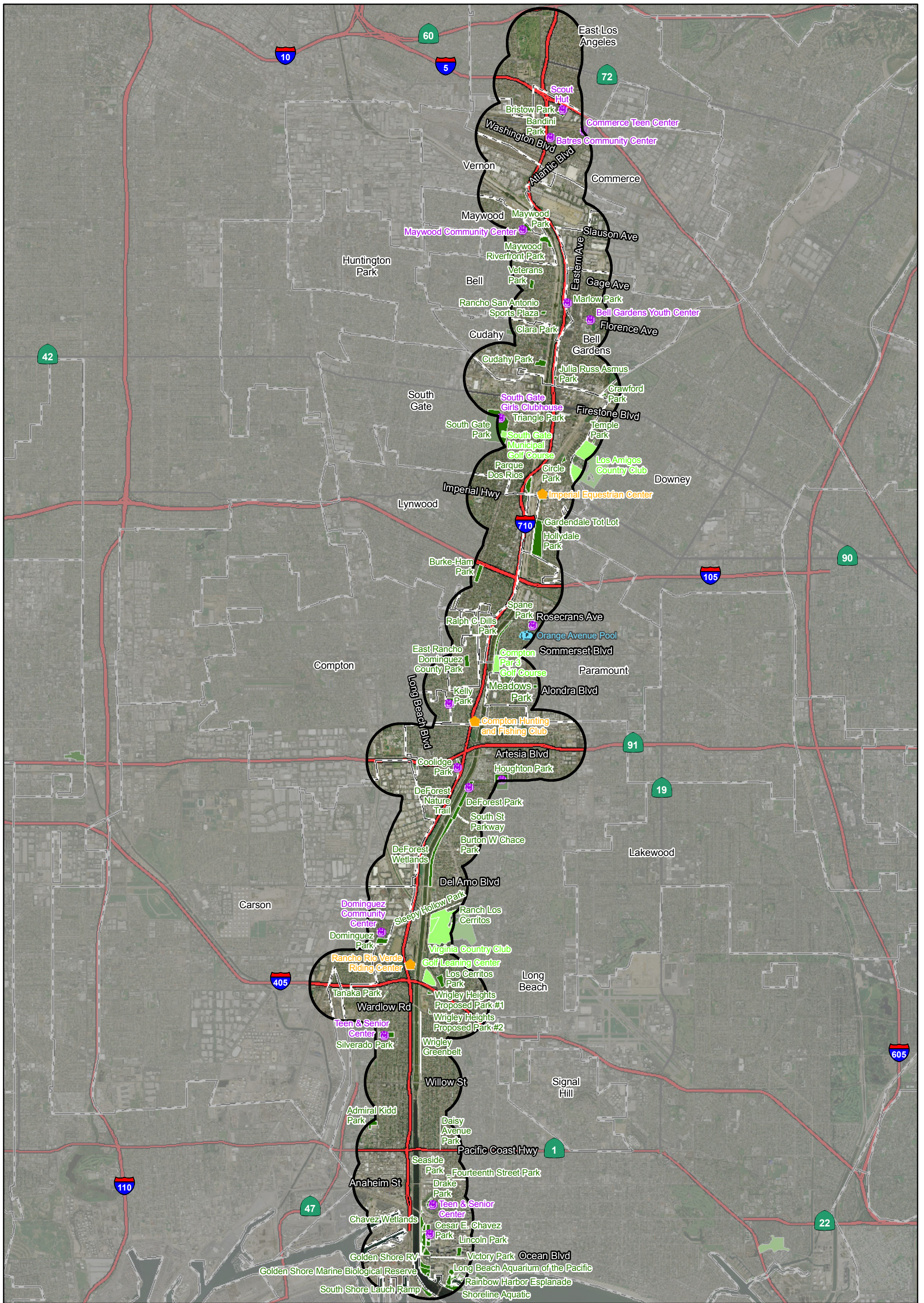
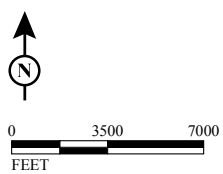


FIGURE 3.1-3

LEGEND

- I-710 Focus Area
- Park
- Golf Course
- Community Center
- Community Pool
- Other Facility



SOURCE: DigitalGlobe (2008); TBM (2008); City of Long Beach (2009)
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I-710 Corridor Project improvements in the communities of Boyle Heights, Wilmington, San Pedro, and East Los Angeles, or within the cities of Huntington Park, Lakewood, and Signal Hill.

REGIONAL BIKEWAYS. Regional bikeways within the Study Area include the Los Angeles River Trail, the Rio Hondo Trail, and the Compton Creek Bike Path. Within the Study Area, the Los Angeles River Trail runs parallel to the I-710 mainline from the city of Long Beach to the city of Vernon, and access points are provided along the Trail near local interchanges, parks, and other trail connections (see Figure 3.1-4). The Los Angeles River Trail is a Class 1 Bikeway, meaning the Trail is completely separated from truck and automobile traffic.

The Rio Hondo Trail, a Class 1 Bikeway, is also located within the Study Area (see Figure 3.1-4). The southern terminus of the trail is located in the city of South Gate and proceeds in a northeasterly direction toward the city of El Monte.

The Compton Creek Bike Path, Class 1 Bikeway, is located within the Study Area along the east bank of Compton Creek. The northern terminus of the trail is located in the city of Compton and proceeds southeasterly through the city of Compton and unincorporated Rancho Dominguez. The trail ends at Del Amo Blvd. near the confluence of Compton Creek and the Los Angeles River in the city of Long Beach, and a connection to the Los Angeles River Trail is provided to the east along Del Amo Blvd.

LOCAL BIKEWAYS. Within the Study Area, there are several Class 1, 2, and 3 Bikeways that provide local bicycle access (see Figure 3.1-4). These local bikeways are discussed in Table 3.1-4, below.

Class 1 Bikeways provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, with cross-flow by motorists minimized. Class 2 Bikeways provide a striped lane for one-way bike travel on a street or highway. Class 3 Bikeways provide for shared use by pedestrian or motor vehicle traffic.¹

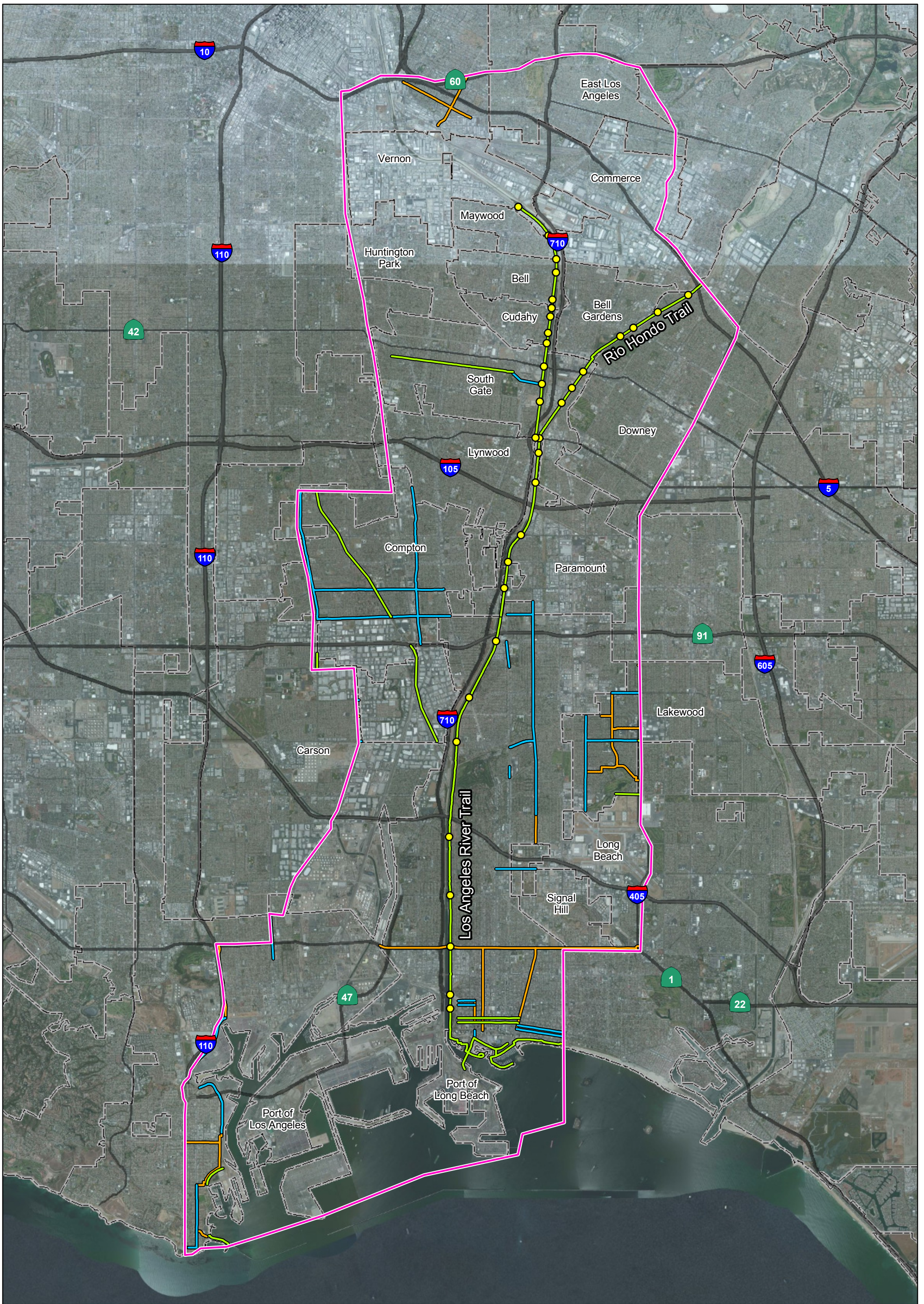
3.1.32 ENVIRONMENTAL CONSEQUENCES

PERMANENT IMPACTS.

BUILD ALTERNATIVES. Table 3.1-5 lists the permanent direct and indirect impacts to parks and recreation facilities by the build alternatives. Use impacts were evaluated based on

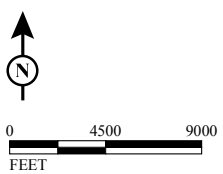
¹ Highway Design Manual, Chapter 1000 Bikeway Planning and Design, California Department of Transportation, 2006.

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LEGEND

- I-710 Study Area
- Class 1 Bikeway
- Class 2 Bikeway
- Class 3 Bikeway
- Bikeway Access Point



SOURCE: BING (2008); TBM (2007); METRO (2006)
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FIGURE 3.1-4

I-710 Corridor Project EIR/EIS
 Regional and Local Bikeways

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Table 3.1-4 Local Bikeways within the Study Area

Bikeway Class	Location of Bikeways
Class 1	<ul style="list-style-type: none"> ▪ Along Central Ave. from approximately the intersection of Del Amo Blvd. and the I-710 interchange to the south, and just south of East El Segundo Blvd. to the north, near the city of South Gate ▪ Just west of the Port of Los Angeles along Crescent Ave. (adjacent to the 22nd St. Park) and just south of Cabrillo Beach Park ▪ Immediately north-northeast of the Port of Long Beach along South Harbor Scenic Dr., Shoreline Dr., Ocean Blvd., Queens Wy., 3rd St., and Broadway, north-northeast of the Port of Long Beach, and Magnolia St., between Ocean Blvd. and West Shoreline Dr. ▪ Along Compton Creek, north and south of SR-91 ▪ Along Carson St., east of Paramount Ave. and west of Lakewood Blvd. in the city of Long Beach
Class 2	<ul style="list-style-type: none"> ▪ Along Pacific Ave., between West 22nd St. and Shepard St., just west of the Port of Los Angeles ▪ Along North Harbor Blvd./North Front St. from North Pacific Ave. to 6th St., just west of the Port of Los Angeles ▪ Along segments of 1st and 2nd Sts. and 6th and 7th Sts., immediately north-northeast of the Port of Long Beach ▪ Along Cherry Ave. with a northern terminus near Alondra Blvd. in the city of Paramount and a southern terminus at approximately the I-405 and the SR-19 interchange in the city of Long Beach ▪ Along Central Ave., Alondra Blvd., Santa Fe Ave., and Greenleaf Blvd., south of I-105 and north of SR-91 within and adjacent to the city of Compton ▪ Segments of Spring St., Candlewood Ave., Hardwick St., South St., Downey Ave., Del Amo Blvd., Paramount Blvd., Atlantic Ave., E. 70th St., and Orange Ave. in the city of Long Beach
Class 3	<ul style="list-style-type: none"> ▪ Segments along East 8th St. and South Lorena St. in the city of Los Angeles. ▪ Segments along Orange Ave., 45th St., Market St., and South St., in the city of Long Beach ▪ A segment along PCH, east of Alameda St. and west of North Lakewood Blvd., located immediately north-northeast of the Port of Long Beach ▪ Pacific Ave. and Alamitos Ave., from PCH to Ocean Blvd., and a small segment of Magnolia Ave., south of 7th St. and north of Broadway, located immediately north-northeast of the Port of Long Beach

Source: City and County General Plans

Table 3.1-5 Permanent Direct and Indirect Impacts to Parks and Recreation Facilities

Park	Address	Owner/Operator	Direct or Indirect Impact
Marlow Park	6640 Marlow Ave.	City of Bell Gardens	As indicated in the <i>Noise Study Report</i> (December 2011) prepared for the proposed project, sound barriers were found to be feasible under all build alternatives along the east side of I-710 that could provide noise reduction to this park and surrounding land uses.
Julia Russ Asmus Park	8321 Jaboneria Rd.	City of Bell Gardens	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, sound barriers were found to be feasible under all build alternatives along the east side of I-710 that could provide noise reduction to this park and surrounding land uses.
Bristow Park	4725 Astor Ave.	City of Commerce	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to the park and/or surrounding land uses.
Bandini Park	1466 McDonnell Ave.	City of Commerce	<p>The park is located adjacent to the I-710 mainline; however, the build alternatives have been designed to avoid direct impacts to this park. However, Alternative 5A would require a permanent 0.04-acre aerial easement over the northwest corner of this park for an overhead I-710 structure. Alternatives 6A/B/C would require a permanent 0.06-acre aerial easement in the same area (0.05 for the aerial easement and 0.01 acre for the area in the park west of that easement).</p> <p>As indicated in the <i>Noise Study Report</i> prepared for the proposed project, two sound barriers were found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to the park and surrounding land uses. These sound barriers would also have a beneficial visual effect to park users by screening out views of vehicles on the I-710 freeway.</p>
Compton Par 3 Golf Course	6400 E. Compton Blvd.	City of Compton	<p>The golf course is not located adjacent to the I-710 mainline or along arterials impacted as a result of the I-710 Corridor Project build alternatives (the Los Angeles River separates the I-710 mainline and the golf course); therefore, the build alternatives would not result in direct impacts to this golf course.</p> <p>As included in the <i>Visual Impact Assessment</i> (December 2011) prepared for the proposed project, Key View 17 is located at this golf course, facing</p>

Table 3.1-5 Permanent Direct and Indirect Impacts to Parks and Recreation Facilities

Park	Address	Owner/Operator	Direct or Indirect Impact
			<p>south and west toward I-710. Alternative 5A would result in a change in the visual quality/character rating for this view; however, Alternatives 6A/B/C would result in a low visual impact. The visual quality/character of the view would remain moderately high for all build alternatives.</p> <p>As indicated in the <i>Draft Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to this golf course and surrounding land uses.</p>
Compton Hunting and Fishing Club	1625 S. Sportsman Dr.	Private	All build alternatives result in a full acquisition of this recreational facility as a result of widening the freeway mainline.
Cudahy Park	5240 Santa Ana St.	City of Cudahy	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the west side of I-710 that could provide noise reduction to this park and surrounding land uses.
Golden Shore RV Park	101 Golden Ave.	City of Long Beach	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under all build alternatives along the south side of Shoreline Dr. that could provide noise reduction to this RV park.
Cesar E. Chavez Park	401 Golden Ave.	City of Long Beach	Shoreline Dr. consists of separated NB/SB lanes (one in each direction) routed through Cesar E. Chavez Park. Under all build alternatives, Shoreline Dr. would be combined and reconstructed to two through lanes in each direction along the western edge of the park between Ocean Blvd. and Shoemaker Bridge. The existing lanes would be removed and the available land restored and landscaped to become part of Cesar E. Chavez Park, therefore resulting in a beneficial impact for the community. This change would improve access to the park, as well as provide for a larger contiguous recreation area (based on the proposed design, it is estimated that 3.4 acres will be permanently impacted by the build alternatives and 1.15 acres will be added to the park; therefore, the publicly accessible area will increase from 25.5 acres to 26.65 acres (4.3 percent increase). The Teen and Senior Center would be maintained.

Table 3.1-5 Permanent Direct and Indirect Impacts to Parks and Recreation Facilities

Park	Address	Owner/Operator	Direct or Indirect Impact
			<p>Because of these uses of the park, this park is addressed in the Draft Section 4(f) Evaluation (see Appendix B).</p> <p>As indicated in the <i>Visual Impact Assessment</i> prepared for the proposed project, Key View 1 is located at Cesar E. Chavez Park. All build alternatives would result in a very low impact for Key View 1, and the elimination of Shoreline Dr. would result in a positive visual impact. Overall, the visual quality/character would remain moderate.</p>
Wrigley Greenbelt	DeForest Ave. (Willow St. to 34th St.)	City of Long Beach	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to this park.
Los Cerritos Park	3750 Del Mar Ave.	City of Long Beach	<p>The park is not located adjacent to the I-710 mainline or along arterials impacted as a result of the build alternatives; therefore, the build alternatives would not result in direct impacts to this park.</p> <p>As indicated in the <i>Visual Impact Assessment</i> prepared for the proposed project, Key View 8 is located at 3768 Country Club Dr. near this park. The build alternatives would result in a slight increase in the visual quality/character of this view, and the view would remain moderately high.</p>
Golf Learning Center	3701 Pacific Pl.	Private	Improvements to the I-405 and I-710 connectors would result in impacts to parking; however, the facility would remain in operation.
Rancho Rio Verde Riding Club	1000 W. Carson St.	Private	Alternatives 6A/B/C would require partial acquisition of this facility (relocation of one of the stables); however, relocation of the stable on site is feasible.
Coolidge Park	352 E. Neece St.	City of Long Beach	<p>Improvements to the I-710 mainline and Artesia Blvd. would not result in direct impacts to this park.</p> <p>As indicated in the <i>Visual Impact Assessment</i> prepared for the proposed project, Key View 15 is located at this park. Alternative 5A would result in a change in the visual quality/character rating; however, Alternatives 6A/B/C would result in a low visual impact due to the introduction of the freight corridor structures into the viewshed.</p>

Table 3.1-5 Permanent Direct and Indirect Impacts to Parks and Recreation Facilities

Park	Address	Owner/Operator	Direct or Indirect Impact
Maywood River Park	5000 Slauson Ave.	City of Maywood	The Los Angeles River separates the park and the I-710 mainline. Interchange improvements at Slauson Ave. would not directly impact the park. However, as indicated in the <i>Visual Impact Assessment</i> prepared for the proposed project, Key View 25 is located adjacent to this park, facing east toward I-710. Alternative 5A and Alternatives 6A/B/C would not result in a change in the visual quality/character rating. The visual quality/character will remain moderately low under all build alternatives.
Ralph C. Dills Park	6500 San Juan St.	City of Paramount	As indicated in the <i>Noise Study Report</i> prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to this park and surrounding land uses.
Circle Park	10129 Garfield Ave.	City of South Gate	Improvements to the I-710 mainline would not result in direct impacts to the park. In addition, improvements to Garfield Ave. would not result in direct impacts to this park. However, as indicated in the <i>Visual Impact Assessment</i> prepared for the proposed project, Key View 21 is located at this park. Alternative 5A would not result in a change in the visual quality/character rating, and Alternatives 6A/B/C would result in a slight increase in the visual quality/character but remain moderate.
Parque Dos Rios	Imperial Highway, I-710	City of South Gate	The build alternatives would result in direct impacts to the planned park. Alternatives 5A and 6A/B/C would result in the permanent use of 5.67 acres of land from the west side of this park. Alternatives 6A/B/C would require acquisition of the entire park.

Source: *Community Impact Assessment*, 2012.

I-405 = Interstate 405
I-710 = Interstate 710

NB = northbound
SB = southbound

overlaying the alternative footprints/right-of-way limits on the geographic information system (GIS) mapping of the boundaries of the Section 4(f) properties, including recreational facilities. Locations where the footprints/right-of-way limits for the build alternatives would result in the acquisition of land from these Section 4(f) properties were identified.

Table 3.1-5 also identifies those parks and recreation facilities where the impacts would constitute use of a Section 4(f) property. The Draft Section 4(f) Evaluation (2012), provided

in Appendix B, evaluated the identified Section 4(f) properties to assess whether the build alternatives would result in a use of property from those resources.

The build alternatives would not result in permanent impacts to regional or local trails or bikeways.

NO BUILD ALTERNATIVE. Alternative 1 proposes no improvements to the I-710 Corridor; therefore, it would not result in the direct and indirect permanent impacts to parks and recreation facilities described above.

PUBLIC HEALTH CONSIDERATIONS.

PUBLIC HEALTH STATEMENT: Increased access to parks is associated with increases in physical activity, reductions in chronic disease, stress, and obesity; increased opportunities for relaxation, reducing stress; and increased interaction with neighbors, improving social cohesion (P. Simon et al. 2009).

VISUAL IMPACTS. As shown in Table 3.1-4, a low visual impact to the Compton Par 3 Golf Course, and Coolidge Park, would result with implementation of the I-710 Corridor Project build alternatives. Similar impacts are anticipated for other parks and recreation facilities located adjacent to or in proximity of the I-710 mainline and proposed freight corridor. However, views from Maywood River Park would not change and would remain moderately low, and the visual quality of views from Cesar E. Chavez, Los Cerritos, and Circle Parks would increase slightly. Because these parks are within an existing urban environment, these visual impacts are not expected to reduce the public's use of parks adjacent to I-710.

AIR QUALITY. According to the Air Quality/Health Risk Assessment (AQ/HRA – 2011), compared to the 2008 existing conditions baseline, cancer risk decreases at sensitive receptors, such as parks, under all project alternatives. Additionally, compared to 2008, with the exception of sulfur dioxide (SO₂) vehicle exhaust emissions, including air toxics and inhalable particulate matter, and related impacts, decrease under all project alternatives. Overall, the greatest reductions generally occur under Alternatives 6B and 6C due to their zero-emissions freight corridor element. See Section 3.13, Air Quality, for a detailed discussion of the AQ/HRA results.

NOISE. The need for noise abatement is also determined according to which areas may experience noise that approaches or exceeds the Federal Noise Abatement Criteria (NAC). The Noise Study Report found that most parts of the Study Area will exceed the NAC. As a result, sound walls are proposed at locations throughout the I-710 Corridor.

The noise reduction provided by these sound walls will provide beneficial effects to visitors of these parks and recreational facilities along the Corridor. See Section 3.14, Noise, for a detailed discussion of the Noise Study Report results.

PARK ACCESS. The build alternatives would improve local streets by constructing new curbs, gutters, and striping as well as new sidewalks and outside shoulders to allow pedestrian and bikeway connections. The build alternatives would also directly impact Cesar E. Chavez Park, Parque Dos Rios, Bandini Park, the Compton Hunting and Fishing Club, and Rancho Rio Verde Riding Club. The expansion and reconfiguration of Cesar E. Chavez Park would have indirect beneficial public health effects by increasing opportunities for public use of the park following the completion of construction, and by shifting the travel lanes further away from active use area of the park. Additionally, some parks and surrounding land uses will benefit from sound barriers constructed as part of the build alternatives.

Therefore, the I-710 Corridor Project would not result in an adverse impact to access to parks as a result of barriers to walking or biking, changes in pedestrian or bike safety near parks, or a reduction in park acreage and, therefore, would not have adverse effects on public health related to park access.

As described in detail in Appendix P, Changes in Access, of this Draft EIR/EIS, the build alternatives would also result in changes in access; however, for all but four changes, alternate routes would be provided within the vicinity of the change in access and the change would not result in barriers or substantial increases in driving time. These four changes in access are as follows: (1) Alternatives 6A/B/C under Options 1, 2, and 3 would result in modifications and/or closure of the I-710/Washington Blvd., (2) removal of the ramp at the I-710/Pacific Pl. interchange connecting Pacific Pl. to I-710, (3) removal of the ramps at the I-710/Wardlow Rd. interchange in the city of Long Beach, and (4) removal of direct circulation between I-710 and Santa Fe Ave. Each of these four changes would result in an increase in driving time compared to Alternative 1; however, these changes would not impact access to parks. As discussed in Appendix P, Changes in Access, the following are the alternative routes for each change in access:

- **I-710/Washington Blvd.:**
 - **Option 1:** The northbound off-ramp traffic that previously used the Washington Blvd. interchange would be required to redirect and access the Atlantic Blvd./Bandini Blvd. interchange, located south of the existing Washington Blvd. interchange, to ultimately reach Washington Blvd. at the intersection of Washington Blvd. and Hepworth Ave. The Atlantic Blvd./Bandini Blvd. interchange is located 0.5 mile south of Washington Blvd.

- **Option 2:** The northbound off-ramp and southbound on-ramp traffic that previously used the Washington Blvd. interchange would be required to redirect. The northbound off-ramp would be required to access the Atlantic Blvd./Bandini Blvd. interchange, located 0.5 south of the existing Washington Blvd. interchange, to ultimately reach Washington Blvd. at the intersection of Washington Blvd. and Hepworth Ave. The southbound on-ramp traffic would utilize the freight corridor entrance located on the south side of Washington Blvd. and merge with southbound off-ramp traffic for the Atlantic-Bandini interchange before merging onto the I-710.
- **Option 3:** The southbound on-ramp and the northbound off-ramp traffic that previously used the Washington Blvd. interchange would be required to redirect and access the Atlantic Blvd./Bandini Blvd. interchange, located south of the existing Washington Blvd. interchange, to ultimately reach Washington Blvd. The Atlantic Blvd./Bandini Blvd. interchange is located 0.5 mile south of Washington Blvd.
- **I-710/Pacific Pl. Interchange:** Traffic would be diverted to the Long Beach Blvd. interchange, which provides the closest circulation between Pacific Pl. and I-710. The Long Beach Blvd. interchange is located 0.5 mile south of Pacific Pl.
- **I-710/Wardlow Rd. Interchange:** Traffic would be diverted to the Long Beach Blvd. interchange, which provides the closest circulation between Wardlow Rd. and I-710. The Long Beach Blvd. interchange is located one mile east of Wardlow Rd.
- **I-710 and Santa Fe Ave.:** Traffic would be diverted to the Alameda St. interchange, which provides the closest circulation between Santa Fe Ave. and I-710. The Alameda St. interchange is located 0.5 mile west of Santa Fe Ave.

The I-710/Washington Blvd. interchange is the only substantial change in access that is located near a park (Bandini Park). Bandini Park is a city-owned park and serves the local community within the city of Commerce. While removal of the ramps under Design Option 3 would result in an impact to regional access for the city to I-710, the project would not affect access to the park within the city, including access for the residential area surrounding the park, as well as the neighborhood west of the I-710 mainline via the existing pedestrian undercrossing between the neighborhood and the park. This undercrossing would be retained under all of the build alternatives.

In addition, prior to construction, a TMP would be prepared to identify strategies for minimizing potential impacts to local roadways (including detours) during construction in order to maintain access and connectivity for drivers and pedestrians.

3.1.3.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As described above, while the build alternatives include enhancements to Cesar E. Chavez Park in the city of Long Beach as part of the project, the build alternatives also have the potential to result in direct and indirect impacts to several parks and recreation facilities, including Parque Dos Rios, Bandini Park, the Los Angeles River Trail, and the Rio Hondo Trail.

The build alternatives would result in direct impacts to the Compton Hunting and Fishing Club and require full relocation of this facility. The Rancho Rio Verde Riding Club would require partial relocation. The *Draft Relocation Impact Report* (2011) has identified that the partial relocation required for Rancho Rio Verde Riding Club can be accommodated on site; however, the Compton Hunting and Fishing Club would need to be relocated off site.

Mitigation measures to reduce impacts as a result of relocation are provided in Section 3.3, Community Impacts, of this Draft EIR/EIS.

Permanent indirect impacts may occur to several parks, some of which would be visual impacts that may occur as a result of widening and/or construction of the freight corridor component of Alternatives 6A/B/C in an existing viewshed. Measures are provided in Section 3.6, Visual/Aesthetics, of this Draft EIR/EIS to further reduce potential indirect visual impacts to parks.

As described above, permanent indirect impacts to noise and air quality would not occur as a result of Alternative 5A and Alternatives 6A/B/C to the parks and recreational facilities. Therefore, no avoidance, minimization, and/or mitigation measures are required.

Avoidance, minimization, and mitigation measures for impacts to Cesar E. Chavez Park, Parque Dos Rios, Bandini Park, the Los Angeles River Trail, and the Rio Hondo Tail are provided below. To maintain consistency with the Section 4(f) Evaluation (Appendix B), this section includes measures for permanent effects as well as temporary effects during construction.

PR-1 Design Refinements at Cesar E. Chavez Park. If an Interstate 710 (I-710) Corridor Project build alternative is selected, the California Department of Transportation (Caltrans) will continue to identify and incorporate design refinements to avoid or minimize the permanent use of, permanent easements at, and/or temporary use of land from, Cesar E. Chavez Park in the final design of the build alternative.

PR-2 Acquisition of Land from Cesar E. Chavez Park. Caltrans will conduct all acquisition of property (including permanent easements) from Cesar E. Chavez Park for the I-710 Corridor Project in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Statute 1894). All applicable relocation services and payments will be provided to the owner of the affected Section 4(f) property.

PR-3 Future Boundaries and Improvements at Cesar E. Chavez Park. During final design, Caltrans will request that the City of Long Beach define the final boundaries of Cesar E. Chavez Park that will be the basis for the transfer of land from the public street right-of-way for Shoreline Dr. through Cesar E. Chavez Park (currently owned by the City of Long Beach) to within the boundary of the Park. This would be an internal transfer within the City of Long Beach, as the City currently owns the land for both Shoreline Dr. and Cesar E. Chavez Park.

After the City has identified the new boundaries of the Park, including the consolidation of the six discontinuous parcels into three larger parcels, it is anticipated that the City will then:

- Identify park improvements for the new areas added to the Park, including removal of pavement and other materials from Shoreline Dr., the landscaping of those areas, and the provision of sidewalks and bicycle paths, as appropriate, connecting the consolidated parcels;
- Develop a landscaping plan and bicycle path plan for the area over the 3rd St. depressed cross section;
- Develop a plan for the development of the area within and around the proposed wet basin best management practice (BMP) feature in the northwestern part of the Park as a wetland;
- Develop a plan for public access to the northwest part of the Park for passive activities such as wildlife viewing and walking;
- Integrate the bioswale (erosion control feature) on the west side of the Park into the overall landscaping/water quality management for that part of the Park; if appropriate, the areas along and including the bioswale may be considered for incorporation in the wetland anticipated at the wet basin BMP feature; and

- Develop the plan for replacing the basketball courts in the part of the Park west of Cesar E. Chavez Elementary School.

The identification and implementation of the park improvements listed above are included in the I-710 Build Alternatives as mitigation commitments for the permanent use of land from Cesar E. Chavez Park by the project. It is possible that the City's planned Drake/Chavez Greenbelt Master Plan Project, and/or through other future City improvement projects at Cesar E. Chavez Park, could include some or all of the park improvements identified above. As a result, it is possible that some or all of the improvements listed above could be implemented by the City independently from the implementation of the I-710 Corridor Project mitigation commitments. To ensure that this mitigation is implemented to address the effects of the I-710 Corridor Project on the Park, the measures listed above are included as part of the environmental commitments for the I-710 Corridor Project build alternatives until such time as the City commits to, funds, and implements some or all of those improvements independently of the I-710 Corridor Project.

PR-4 Easement and Maintenance Agreement at Cesar E. Chavez Park. If the City of Long Beach relinquishes the Shoemaker Bridge structure to Caltrans, Caltrans will coordinate with the City during final design to develop and implement an agreement for a long-term easement for the wet basin and the bioswale located in Cesar E. Chavez Park, including appropriate terms and conditions for access to/from and maintenance of those storm water/water quality control features.

In the event the City does not relinquish the Shoemaker Bridge structure to Caltrans, no maintenance and access agreement would be necessary because the City would be responsible for the maintenance of the Shoemaker Bridge structure and the Park, including the wet basin and bioswale in the Park.

PR-5 Replacement of Basketball Courts at Cesar E. Chavez Park. Caltrans will coordinate with the City of Long Beach on the replacement of the basketball courts that will be removed by the build alternative in a location accessible to Cesar E. Chavez Elementary School and park visitors. Because the basketball courts are in the area used by the school, the replacement courts will be constructed no later than three months after closure of the existing courts.

In the event the City does not proceed with the improvements at Cesar E. Chavez Park (described above in Measure PR-3) that would result in the replacement of the basketball courts no later than three months after the closure

of the existing courts, Caltrans will require the construction contractor to construct the replacement courts as part of the overall construction for the I-710 Corridor Project, prior to the closure of the existing courts.

PR-6 Temporary Closures of Parts of Cesar E. Chavez Park. Caltrans will require the construction contractor to identify all proposed closures of areas within Cesar E. Chavez Park (including streets), no less than 90 days prior to when each closure would begin.

No less than 90 days prior to when a closure would begin, Caltrans will require the project construction contractor to provide the following to the City of Long Beach Parks, Recreation, and Marine Department:

- A map of each proposed closure, clearly showing each park area proposed to be closed temporarily, including identification of any street closures
- A plan for providing signing and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas within the Park
- Estimate of the duration of each closure
- Identification of alternative vehicle and trail routes to/through and/or around the Park, as appropriate
- Identification of park features that would be unavailable to the public during the closure

The City of Long Beach will provide written approval of each proposed closure to both the construction contractor and Caltrans no less than 45 days prior to when the closure would begin.

Caltrans will require the construction contractor to provide an information telephone number that park visitors can use to contact the construction contractor for more information regarding individual closures. The construction contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The construction contractor will also be required to provide this information to the City of Long Beach Parks, Recreation, and Marine Department.

Caltrans will require the construction contractor to return areas of the Park closed temporarily during construction to their original, or better, conditions after completion of construction, and those temporarily closed areas will be returned to the City.

PR-7 Temporary Construction Easement at Cesar E. Chavez Park. At the completion of construction using the temporary construction easement (TCE) at Cesar E. Chavez Park, Caltrans will require the construction contractor to return the area occupied by that TCE to a condition as good as or better than prior to its use for the TCE. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the City of Long Beach, and the construction contractor.

It is possible the City of Long Beach will be ready to proceed with implementation of park improvements in the area occupied by the TCE at the time the TCE is no longer needed for project construction. Those park improvements would likely be substantially better and of higher quality than what was on the site of the TCE prior to the use of the area for the TCE. Therefore, it is possible the City may request that Caltrans require the construction contractor to make more limited improvements to rehabilitate the site prior to accepting the site from the construction contractor. In that event, the level of effort that the City will require prior to accepting the land used for the TCE from the construction contractor would be negotiated among Caltrans, the City, and the construction contractor.

PR-8 Temporary Closure for Detour Road in Cesar E. Chavez Park. When the temporary detour road in Cesar E. Chavez Park is no longer needed, Caltrans will require the construction contractor to remove the road materials and return the area occupied by the temporary detour road to a condition as good as or better than prior to its use for that road. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the City of Long Beach, and the construction contractor.

It is possible the City of Long Beach may wish to keep some or all of the temporary detour road for use as a road, path, or bicycle lane in that part of the Park, consistent with its overall plan for improvements at Cesar E. Chavez Park. Therefore, it is possible the City may request Caltrans to require the construction contractor to make more limited improvements to rehabilitate the area occupied by the temporary detour road prior to accepting the site from the construction contractor. In that event, the level of effort that the City will require prior to accepting the land used for the temporary detour road from the construction

contractor would be negotiated among Caltrans, the City, and the construction contractor.

- PR-9** **Design Refinements for Alternative 5A at Parque Dos Rios.** If Alternative 5A is selected for implementation, Caltrans will continue to identify and incorporate design refinements to minimize the permanent and temporary uses of land from Parque Dos Rios during the final design of Alternative 5A.
- PR-10** **Acquisition of Land from Parque Dos Rios.** Caltrans will conduct all acquisition of property from Parque Dos Rios for Alternatives 5A and 6A/B/C in compliance with the Uniform Act of 1970 (Public Law 91-646, 84 Statute 1894). All applicable relocation services and payments will be provided to the affected property owners.
- PR-11** **Site Plan for the Remaining Area in Parque Dos Rios under Alternative 5A.** If Alternative 5A is selected for implementation, Caltrans will coordinate with the Watershed Conservation Authority (WCA) during final design to develop a plan for recreation facilities and landscaping/native plants on the remaining part of the Parque Dos Rios site, specifically addressing the provision of access to/from the Park via the Los Angeles River Trail, the provision of amenities for park users similar to those in the current site plan, and revegetation of the remaining part of the Park with native plant materials similar to those shown in the current site plan.
- PR-12** **Identification of Potential Replacement Property/Properties for Parque Dos Rios.** Caltrans will identify potential replacement property for the land used from Parque Dos Rios by Alternatives 5A and 6A/B/C, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Caltrans will coordinate with the WCA to locate property/properties to replace the land permanently used at Parque Dos Rios (5.97 or fewer acres by Alternative 5A and 8.6 acres by Alternatives 6A/B/C). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreation resources from the replacement property/properties, notably the Los Angeles River Trail and, for Alternative 5A, the remaining part of Parque Dos Rios.

- PR-13 Conceptual Site Plans for Potential Replacement Property/Properties for Parque Dos Rios.** Caltrans will develop conceptual site plans for the potential replacement property/properties, in consultation with the WCA, to ensure that the replacement property/properties and facilities are equivalent to or greater than the land and facilities used at Parque Dos Rios by the selected alternative. Those preliminary plans will identify the following:
- The recreation amenities and landscaping/native plant materials to be provided on the replacement property/properties
 - The connections that will be provided between the replacement property/properties and other recreation resources
- PR-14 Acquisition of Replacement Property/Properties for Parque Dos Rios.** Based on agreement with the WCA on the selected replacement property/properties, Caltrans will acquire those selected property/properties.
- PR-15 Final Site Plan and Plan Installation for Parque Dos Rios.** Caltrans will coordinate with the WCA on the development of the final site plan for the replacement property/properties and on the selection of a contractor to install the recreation facilities and landscaping/native plants as shown on that final site plan.
- PR-16 Transfer of Property Ownership for Parque Dos Rios.** On the completion of the installation of the recreation facilities and landscaping/native plants, and on acceptance of those improvements by the WCA, Caltrans will deed the replacement property/properties to the WCA for recreation uses in perpetuity.
- PR-17 Temporary Construction Easement at Parque Dos Rios.** At the completion of construction activities that use the TCE at Parque Dos Rios, Caltrans will require the construction contractor to return the area occupied by that TCE to a condition as good as or better than prior to its use for the TCE. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the WCA, and the construction contractor and will be coordinated with the plan for the remaining part of the Park, as described in Measure PR-11, above.
- PR-18 Easement Agreement at Bandini Park.** During final design, Caltrans will coordinate with the City of Commerce on the development and implementation of an agreement regarding the permanent aerial easement for the overhead

freeway structure above the northwestern corner of Bandini Park/Batres Community Center consistent with the requirements of the Uniform Act.

PR-19 Permanent Access to the Easement Area at Bandini Park. Caltrans will coordinate with the City of Commerce to identify Caltrans' need for permanent access to the easement area, to access the elevated freeway structure for inspections, repairs, maintenance, and other activities. In addition, Caltrans and the City will coordinate to identify possible park uses that could be developed within the permanent easement area, in the event the City wishes to use some or all of the easement area for future recreation uses. Any such uses would not be allowed to conflict with Caltrans' need to access the elevated freeway structure. The easement agreement described in Measure PR-18 will specify how Caltrans and the City will restrict public access to the easement area during periods when Caltrans is using the easement area (temporary fencing, signing, etc.).

The agreement for the easement will specify that Caltrans' access to the easement area will be from the adjacent State highway right-of-way and not through the Park unless approved in writing by the City prior to any access through the Park.

PR-20 Development of Closures of the Los Angeles River and Rio Hondo Trails. Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail, Caltrans will require the construction contractor to meet with the Los Angeles County Department of Public Works (LACDPW) to review the location and need for each closure. Detours for each closure will be developed in consultation with the LACDPW.

PR-21 Signing for Detours of the Los Angeles River and Rio Hondo Trails. Caltrans will require the construction contractor to develop signs directing trail users to alternative routes in consultation with LACDPW and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the construction contractor prior to each closure and far enough away from the closure so that trail users will not have to backtrack to get to the detour route.

PR-22 Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails. Caltrans will require the construction contractor to provide a contact number and information that will be provided for trail users to contact the construction contractor regarding upcoming or active trail closures. The construction contractor will also be required to provide that information to the

LACDPW and the Public Works Departments in the jurisdictions where the closures/detours are located.

PR-23 **Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails.**
Caltrans will require the construction contractor to return trail segments closed temporarily during construction to the LACDPW in their original, or better, condition after completion of construction, and those temporarily closed areas will be returned to the original owner (the LACDPW).

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