

3.25 CUMULATIVE IMPACTS

This section discusses the cumulative impacts of the I-710 Corridor Project. Construction and operation of any of the four build alternatives evaluated in this Draft EIR/EIS could result in direct and/or indirect impacts that, when combined with other projects, would contribute to cumulative impacts to resources of concern.

3.25.1 REGULATORY SETTING

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the Study Area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

3.25.2 METHODOLOGY

The cumulative impacts analysis for the I-710 Corridor Project was developed by following the eight-step process as set forth in the Guidelines for Preparers of Cumulative Impact Analysis (Caltrans, June 2005), posted on the Caltrans Standard Environmental Reference (SER) website (www.dot.ca.gov/ser/guidance.htmNo.cumulative). The eight-step process is as follows:

1. Identify the resources to consider in the cumulative impacts analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA/CEQA analysis.

2. Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impacts analysis.
3. Describe the current health and historical context of each resource.
4. Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.
5. Identify a set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impacts analysis.
6. Assess cumulative impacts.
7. Report the results of the cumulative impacts analysis.
8. Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

As specified in the Caltrans guidance, if the proposed project would not result in a direct or indirect impact to a resource, it would not contribute to a cumulative impact on that resource. This cumulative impacts analysis includes resources that would be substantially impacted by the project, as well as resources that are currently in poor or declining health or that would be at risk even if project impacts were not substantial.

Examples of reasonably foreseeable actions include: future development for which a General Plan or Specific Plan has been adopted that designates future land uses; projects for which the applicable jurisdiction has received an application for site development; or infrastructure improvement projects planned by the local jurisdiction or another public agency. The reasonably foreseeable actions used in this cumulative impacts analysis were based on information provided by the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, which identified approved and pending developments proposed in the proximity of the Study Area. These files were cross-checked against files maintained by the State of California, Office of Planning and Research. Information on future transportation projects was provided by Caltrans, SCAG, Metro, and the GCCOG. POLA and POLB (collectively known as the Ports) also identified Port improvement projects that should be considered in the cumulative impacts analysis. The reasonably foreseeable actions are listed in Table 3.25-1 and shown on Figure 3.25-1. Although all of the projects listed in Table 3.25-1 have the potential to result in cumulative impacts together with the I-710 Corridor Project, a subset of major projects expected to have a greater potential for adverse impacts on the

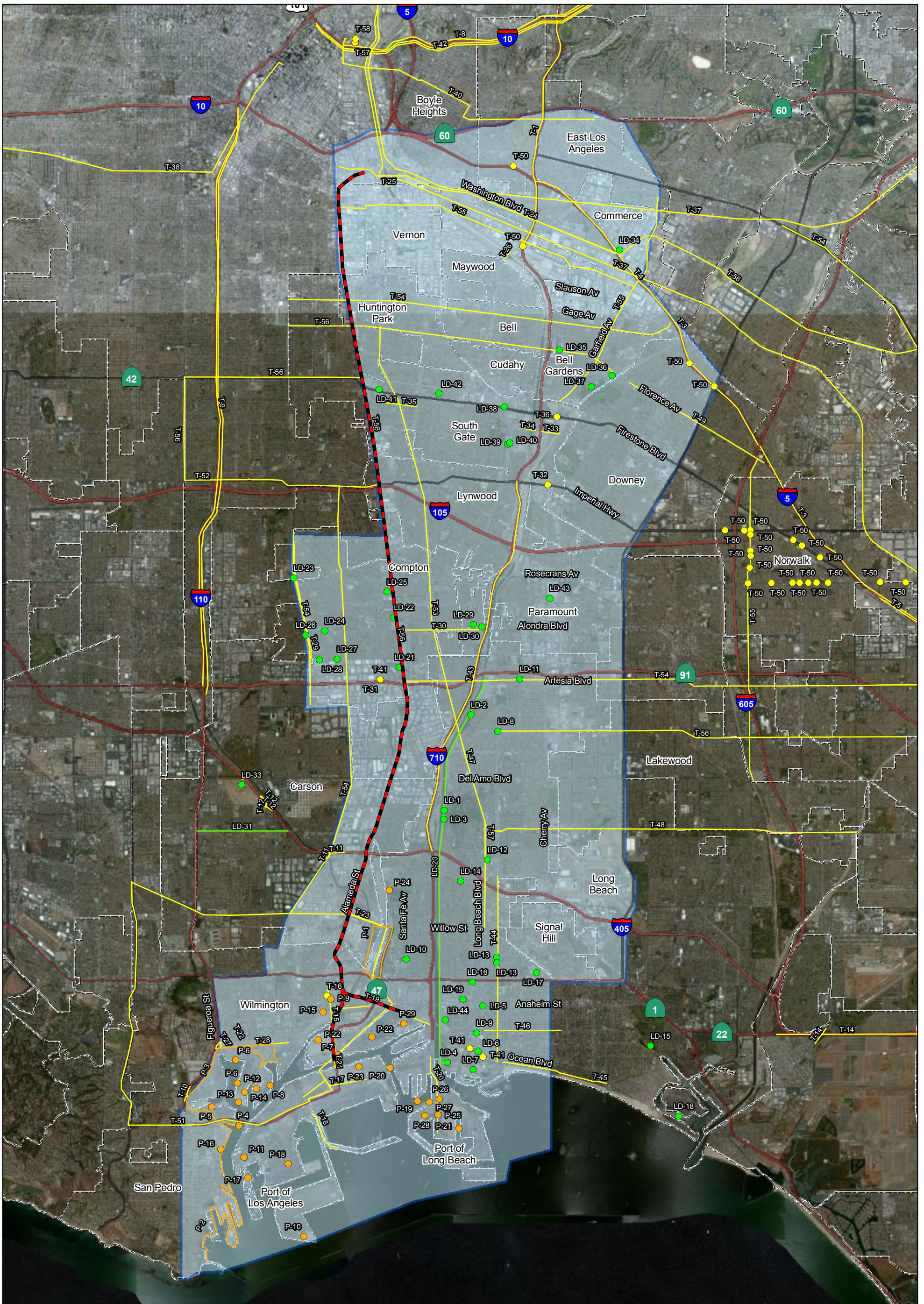
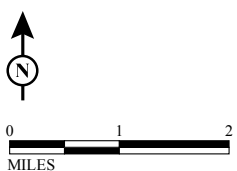


FIGURE 3.25-1

- LEGEND**
- I-710 Study Area
 - Land Development
 - Ports
 - Transportation
 - Alameda Corridor



SOURCE: Bing (2008); TBM (2007)

I:\URS0801A\GIS\EIR_EIS\CumulativeProjects.mxd (6/14/12)

I-710 Corridor Project EIR/EIS
Cumulative Projects

07-LA-710- PM 4.9/24.9
EA 249900

This page intentionally left blank

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
Transportation Projects					
T-1	I-710 Long Life Pavement Rehabilitation Project (Atlantic Ave. to I-10)	California Department of Transportation (Caltrans)	<ul style="list-style-type: none"> The project would rehabilitate this segment of the route by overlaying the existing mainline pavement with asphalt concrete (AC), upgrading the median barrier, and constructing maintenance pullouts along the route to enhance safety for maintenance crews. Project will widen shoulders and structures to current standards. Project will also install fiber optic lines for Closed Circuit Television (CCTV), Changeable Message Signs (CMS), Ramp Metering System (RMS), and Traffic Monitoring System (TMS) for traffic management during construction and for future use. The Atlantic Blvd. undercrossing and the Compton Creek Bridge will be widened. 	<p>The project began with the I-710 segment from Pacific Coast Highway to I-405 and was completed in November 2003. Construction of the I-710 segment from I-405 to Firestone Blvd. (with widening of structures from I-405 to Atlantic Ave.) began construction in summer 2007. Construction of the I-710 segment from Imperial Highway to Firestone Blvd. began in October 2008 and will be completed in 2012. Construction of the I-710 segment from Firestone Blvd. to Slauson Ave. began in October 2009 and construction of the I-710 segment from Slauson Ave. to I-10 (with widening of structures from the Los Angeles River bridge to I-10) is tentatively scheduled to begin in spring 2012. The concrete median barrier installation is near completion. The majority of the mainline roadway pavement work has been completed.</p> <p><i>(Source: Caltrans Website, www.dot.ca.gov/dist07)</i></p>	Noise barriers were originally planned to be included with this project but were withdrawn from the project scope due to the lack of funding.
T-2	SR-710 Project	Caltrans/Los Angeles County Metropolitan Transportation Authority (Metro)	<ul style="list-style-type: none"> The proposed project is intended to close a gap in the freeway system between the northerly terminus of I-710 and I-210. The new project will consider a full range of alternatives and, depending on the results of a thorough environmental analysis of all possible transportation improvements during the NEPA/CEQA process, may include, but not be limited to: surface and subsurface highway/freeway construction, heavy rail and bus/light rail systems, local street upgrades, traffic management systems and a no build alternative. 	<p>A Notice of Preparation was posted in February 2011 and scoping meetings were held in March 2011. The environmental study process began in November 2011.</p> <p><i>(Source: http://www.metro.net/projects_studies/route_710/images/SR_710_Notice_Preparation_NOP.pdf)</i></p>	Cumulative impacts not identified at this time, but impacts as a result of this project may include geotechnical, erosion, hydrology, air quality, water quality, noise, biology, public utilities, vehicle traffic patterns, parking, land use planning and hazardous waste. Displacement of businesses and homes were a major concern during previous studies in this corridor. Soundwalls, relocation assistance, construction impact management and other mitigation measures will be incorporated into the proposed project.
T-3	I-5 Widening and HOV Lane (Orange County Line to I-605)	Caltrans	<ul style="list-style-type: none"> The project would widen I-5 with a high-occupancy vehicle (HOV) Lane and Mixed Flow lane in each direction (widen from 3 to 5 lanes in each direction). The Valley View Ave. interchange would be reconstructed to a tight-diamond interchange. 	<p>A Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for this project by Caltrans in June 2007. Construction to begin in Winter 2011 and be completed in December 2015.</p> <p><i>(Source: http://www.dot.ca.gov/dist07/resources/envdocs/docs/I-5_CIP_Final_EIR-EIS_VI.pdf accessed May 2012)</i></p>	<p>Land Use Community Impacts Utilities Visual Noise Biological</p> <p>Short-term transportation, water quality, hazardous waste, and energy</p>
T-4	I-5 Corridor Improvement Project (I-605 to I-710)	Caltrans	<ul style="list-style-type: none"> The project would widen I-5 from I-605 to I-710 (total of 8 miles). An alternative may include modifications to the I-605 and I-710 interchanges. 	<p>The project is in the Project Approval/Environmental Document (PA/ED) phase of development, and an EIR/EIS document is being prepared for the project. Completion of the Environmental process and project approval are anticipated in February 2015. Construction is estimated to begin in Winter 2019.</p> <p><i>(Sources: Caltrans Website, www.dot.ca.gov/dist07/travel/projects/I-5/; and SCAG RTP)</i></p>	Environmental impacts have not been determined at this time. Information will be added, if the Draft EIR/EIS becomes available during the environmental process for the I-710 Corridor project. Expected issues of concern are traffic, residential and business relocations, noise, air quality, and historic properties.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-5	I-5 at Carmenita Rd. Interchange Improvement Project	Caltrans	<ul style="list-style-type: none"> The project would replace the Carmenita Road interchange by removing the existing two-lane structure and constructing a new interchange with tight diamond ramps; construct a grade separation for the railroad crossing south of the freeway. The frontage roads would be realigned. I-5 would be widened from Alondra Blvd. to Shoemaker Ave. 	<p>An Initial Study/Environmental Assessment (IS/EA) and Final Negative Declaration/Finding of No Significant Impact (ND/FONSI) was prepared for this project in March 2002. Construction began on the project in August 2008 and is expected to be completed in Winter 2013.</p> <p><i>(Source: Caltrans Website, www.dot.ca.gov/dist07)</i></p>	The ND/FONSI determined that the project would not contribute to cumulative effects in the project area.
T-6	I-10/I-605 Direct Connector Project	Caltrans	<ul style="list-style-type: none"> The project would construct a direct connector from southbound I-605 to eastbound I-10. 	<p>A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared for this project in January 2009.</p> <p>Construction is expected to begin in October 2012 and be completed in October 2014.</p> <p><i>(Source: Caltrans Website, www.dot.ca.gov/dist07)</i></p>	The MND/FONSI determined that the project's contribution to cumulative impacts would be less than cumulatively considerable, and no additional mitigation measures were required.
T-7	San Bernardino Freeway (Interstate 10) add one HOV Lane from I-605 to State Routes 57/71 and Interstate 210	Caltrans	<ul style="list-style-type: none"> The project would construct one HOV lane in each direction on I-10 between I-605 and SR-57/SR-71/I-210 interchange. 	<p>An IS/EA MND was prepared for this project in October 2002. Construction on the first phase began in November 2009. Construction of Phase 2 is expected to begin by 2013, and Phase 3 would begin by 2016, depending on available funding.</p> <p><i>(Source: Caltrans Website, www.dot.ca.gov/dist07)</i></p>	The IS/EA MND determined that the project would not contribute to a substantial cumulative adverse impact on the environment.
T-8	I-10 (San Bernardino Freeway/EI Monte Busway) High Occupancy Toll Lanes Project (from Alameda St. to I-605) (Union Station)	Caltrans	<ul style="list-style-type: none"> The project would convert the existing HOV lanes to HOT lanes and restripe the existing facility to add an additional HOT lane by utilizing the wide buffer areas and median shoulders and mixed flow lanes on the I-10 from Alameda St./Union Station to I-605. 	<p>A Final EIR/EA FONSI (April 2010) was prepared for this project. The project is currently in the final design phase. Construction began in 2011 and the Express lanes are anticipated to be operational in 2012.</p> <p><i>(Sources: www.dot.ca.gov/dist07/resources/envdocs/alldocs.php; and SCAG RTIP List, Caltrans District 7)</i></p>	If the I-10 Restoration project construction activities overlap with construction of the I-10 HOT lanes project, there may be temporary cumulative construction-related impacts, including noise, dust and impacts to access routes in the project area
T-9	The I-110 (Harbor Freeway)/Transitway High-Occupancy Toll Lanes Project (182nd St. to Adams Blvd.) and on I-105 from Crenshaw Blvd. to Compton Ave.	Caltrans	<ul style="list-style-type: none"> The project would build a flyover structure from the northbound I-110 HOV off-ramp directly to Figueroa St. and on I-110 from 182nd St./Artesia Transit Center to Adams Blvd. 	<p>A Final EIR/EA FONSI (April 2010) was prepared for this project. Construction began in 2010 and is anticipated to be complete in late 2011/early 2012.</p> <p><i>(Sources: www.dot.ca.gov/dist07/resources/envdocs/doc, and SCAG RTIP List, Caltrans District 7)</i></p>	The Final EIR/EA FONSI concluded that there are no cumulative impacts anticipated for this project.
T-10	I-110 Freeway Access Ramp SR-47 and I-110 Northbound Connector Widening (John S. Gibson Blvd. Interchange)	Port of Los Angeles (POLA)	<ul style="list-style-type: none"> The project would extend the existing off-ramp at John S. Gibson Blvd. Modify to a 2-lane exit and restripe to accommodate one shared through and left-turn lane and one exclusive right lane. Create an additional left-turn lane on southbound John S. Gibson Blvd. for traffic destined to Port terminals. Enhance the operation and safety of the I-110/SR-47/Harbor Blvd. interchange connector. 	<p>A Draft MND/FONSI was publicly circulated in August 2011. Construction is to begin September 2011 and be completed in January 2014.</p> <p><i>(Source: http://www.portoflosangeles.org/MND/Gibson/IS-EA_Text+Appendices_June%202011.pdf)</i></p>	Traffic Noise

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-11	I-405 (Wilmington Ave./223rd St.)	Caltrans and City of Carson	<ul style="list-style-type: none"> The project would widen the existing southbound on- and off-ramps of the I-405/Wilmington Ave. interchange (widen from two to three lanes). Add a new two-lane northbound on-ramp from southbound Wilmington Ave. Widen Wilmington Ave. in the northbound direction from 223rd St. to I-405 northbound off-ramp (widen from three to four lanes). 	An IS/EA with MND/FONSI was prepared for this project in November 2008. Construction of the project is to begin in mid-2010 and be completed by mid-2012. (Source: Caltrans Website, www.dot.ca.gov/dist07)	Simultaneous construction activities of other projects near the I-405 have the potential to result in temporary cumulative impacts during construction.
T-12	I-405 Interchange Improvements at Avalon Blvd.	Caltrans and City of Carson	<ul style="list-style-type: none"> The project would add one lane in the northbound direction on Avalon Blvd. under I-405 (widen from three to four lanes). Construct a new two-lane on-ramp to southbound I-405. Add 2 lanes to northbound off-ramp (widen from one to three lanes), two lanes to southbound off-ramp (widen from one to three lanes). Construct five-lane connector road from southbound off-ramp to Avalon Blvd. (widening from two to three lanes within existing Caltrans right-of-way [ROW]). 	An IS/EA with ND/FONSI was prepared for this project in March 2009. Construction of the project has begun and is expected to be completed in spring 2012. (Sources: 710 Alts Doc and IS/MND for project; and http://ci.carson.ca.us/content/files/pdfs/latestnews/trafficAlert_fall2011.pdf)	The IS/EA with ND/FONSI concluded that there are no cumulative impacts anticipated for this project.
T-13	SR-60 Freeway Improvement Project	Caltrans	<ul style="list-style-type: none"> The project would construct HOV lanes in both directions on SR-60 between SR-57 and I-605. A total of 11.5 miles of new carpool lanes are being constructed in each direction. The project includes bridge and lane widening, reconstruction of the median barrier, and the realignment of four on-ramps. 	An IS/ND was prepared for this project. Construction began in April 2007 and was completed in 2011. (Source: Caltrans Website, www.dot.ca.gov/dist07)	The ND concluded that the project would not have a significant effect on the environment and would not have cumulative effects.
T-14	SR-22 West County Connectors Project	Orange County Transportation Authority (OCTA), Caltrans and FHWA	<ul style="list-style-type: none"> The project would include additional carpool lanes on the I-405 between SR-22 and I-605 in both directions. HOV direct connectors between SR-22/I-405/I-605 freeways. Reconstruction of Valley View St. and Seal Beach Blvd. bridges. 	A Final EIR/EIS was prepared for this project and approved in March 2003. Construction of the project began in 2010 and is expected to be completed in 2013. (Sources: OCTA Website, Caltrans District 12 website, http://www.dot.ca.gov/dist12/files/sr22EIR/)	Potential construction noise issues if combined with other simultaneous construction projects near the project area. Visual impacts (loss of trees).
T-15	SR-47 Expressway Project (Schuyler Heim Bridge Replacement and construct Expressway and Flyover)	Caltrans and Alameda Corridor Transportation Authority (ACTA)	<ul style="list-style-type: none"> The project would replace the Schuyler Heim Bridge over Cerritos Channel with a fixed span bridge connecting to a new limited-access four-lane elevated highway that parallels Henry Ford Ave. and that merges with Alameda St. Construct new two-lane flyover to divert eastbound Ocean Blvd. traffic directly to northbound SR-47 and across the new bridge. 	A Final EIS/EIR was prepared for this project, dated May 2009. The project is currently in final design, but no construction schedule has been established. A Record of Decision was prepared for the project in August 2009. (Source: Caltrans Website, http://www.dot.ca.gov/dist07/resources/envdocs/docs/SR-47_FEIS-FEIR_full_5-09.pdf - accessed May 2012)	Community impacts Parking Visual Cultural Geology Air quality Noise Biological Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.
T-16	ACTA Track Realignment, West Basin Rail Yard–Rail Enhancement Project	Various Agencies	<ul style="list-style-type: none"> The project would install a Track Realignment south of the Thenard Junction (ACTA). West Basin Rail Yard (part of Ports Rail Enhancement). 	Phase I of the Thenard Junction track connection was completed in July 2008. Phase II has been suspended pending the recovery of container traffic volumes. An EIS/SEIR document is to be prepared for the West Basin Phase II and III projects. (Source: POLA website www.portoflosangeles.org/)	Environmental impacts have not been determined at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-17	Terminal Island Wye Track Realignment–Rail Enhancement Project	Port of Long Beach (POLB)	<ul style="list-style-type: none"> The project would install the Terminal Island Wye Track Realignment. 	<p>An EIR was prepared for this project. Construction of the project is anticipated to begin in July 2012.</p> <p>(Source: POLB CIP, Department of Transportation website, www.dot.ca.gov/hq/transprog/ctcbooks/2009/1209/062_4.2.pdf)</p>	Environmental impacts have not been determined at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.
T-18	Grade Separation at Reeves Crossing and Navy Mole Storage Yard–Rail Enhancement Project	POLA/POLB	<ul style="list-style-type: none"> The project would include the closure of the Reeves At-Grade Crossing. Construction of the Navy Mole Road Storage Rail Yard. Construction of a Grade Separation at Reeves Crossing. 	<p>An EIR is being prepared and is expected to be completed in 2015.</p> <p>(Source: POLB CIP, Department of Transportation website, www.dot.ca.gov/hq/transprog/ctcbooks/2009/1209/062_4.2.pdf)</p>	Transportation
T-19	Pier B Rail Yard, Phase I and II–Rail Enhancement Project	POLB	<ul style="list-style-type: none"> The project would enhance the Pier B Rail Yard in two phases, Phases I and II. 	<p>An EIR document is underway for this project. Construction of Phase I to begin January 2013, with construction of Phase II to begin in October 2013. Completion of the projects is expected in 2018.</p> <p>(Source: http://www.polb.com/civica/filebank/blobdload.asp?BlobID=6660 accessed May 2012)</p>	<p>Emergency services Geology (liquefaction) Hazardous waste Air quality Noise Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
T-20	Track Realignment at Ocean Blvd./Harbor Scenic Drive–Rail Enhancement Project	POLB	<ul style="list-style-type: none"> The project would add a third track under Ocean Blvd./Harbor Scenic Dr. 	<p>Environmental clearance was completed in March 2009. Construction of the project is expected to begin in October 2010 and be completed in March 2012.</p> <p>(Source: POLB CIP, POLB website- www.polb.com/civica/filebank/blobdload.asp?BlobID=6010)</p>	
T-21	New Cerritos Channel Rail Bridge	ACTA	<ul style="list-style-type: none"> The project would add rail capacity to the existing two-track lift bridge over the Cerritos Channel linking Terminal Island to the Alameda Corridor. 	<p>Conceptual Project</p> <p>(Source: http://www.polb.com/civica/filebank/blobdload.asp?BlobID=7538)</p>	<p>Air quality Noise</p>
T-22	C St. Access Ramps Improvement Project (at I-110 Freeway on/off ramps)	POLA	<ul style="list-style-type: none"> The project would reconfigure the C St./Figueroa St. interchange, which would include an elevated ramp from Harry Bridges Blvd. to the I-710 freeway, over John S. Gibson Blvd., and an additional extension connecting Figueroa St. to the new ramp over Harry Bridges Blvd. 	<p>Conceptual planning stage.</p> <p>(Source: http://www.polb.com/civica/filebank/blobdload.asp?BlobID=7538)</p>	<p>Transportation Air quality</p>
T-23	Sepulveda Blvd. (Alameda St. to Eastern City limits of Carson)	City of Carson	<ul style="list-style-type: none"> The project would add one lane in each direction on Sepulveda Blvd. (widen from two to four lanes). 	<p>An IS/MND was prepared for this project.</p> <p>Construction is expected to start October 2012 and be completed October 2013 – dependent upon Federal aid process</p> <p>(Source: 710 Alternatives Doc) and Engineering Division - CIP project status report 01-18-2011</p>	<p>Transportation Air quality</p>
T-24	Washington Blvd. Improvement Project (from westerly city boundary at Vernon to I-5 Freeway at Telegraph Rd. in Commerce)	City of Commerce	<ul style="list-style-type: none"> The project would widen and reconstruct an additional lane in each direction on Washington Blvd. from the Commerce/Vernon city boundary at Vernon to the I-5 Freeway at Telegraph Rd. (widen from two to three lanes). Increase turn radius and medians. Upgrade traffic signals. 	<p>A Draft EIR was prepared for the project in October 2009. The project is expected to be completed in 2012.</p> <p>(Source ftp://ftp.huitt-zollars.com/pub/Washington_Bldv/Attachment%205B%20-%20Final%20Environmental%20Impact%20Report%20_March%2030..pdf – accessed May 2012)</p>	<p>Parking Noise Biological (removal of trees)</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-25	26th St. Bridge Widening	City of Vernon	<ul style="list-style-type: none"> The project would widen 26th St. over the Los Angeles River in the City of Vernon. 	<p>Planned construction 2013-2014</p> <p>(Source: City of Vernon Community Services & Water Department – Five-Year Capital Improvement Plan 2010-2015)</p>	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project. Likely issues of concern would be transportation and impacts to the Los Angeles River.
T-26	Atlantic Blvd. Bridge Widening	City of Vernon	<ul style="list-style-type: none"> Design and construction to widen the Atlantic Blvd. bridge over the Los Angeles River. 	<p>Planned construction 2012-2013</p> <p>(Sources: City of Vernon Community Services & Water Department – Five-Year Capital Improvement Plan 2010-2015; and http://www.waterboards.ca.gov/losangeles/water_issues/programs/401_water_quality_certification/final_letters/Documents/2011/10-160WQC%20Final.pdf)</p>	Issues of concern would be transportation and impacts to the Los Angeles River.
T-27	Wilmington Parkway	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would realign Harry S. Bridges Blvd. adjacent to the C St. interchange. 	<p>An EIS/SEIR was completed for the project.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/.)</p>	
T-28	Harry S. Bridges Blvd. (Figueroa St. to Alameda St.)	POLA	<ul style="list-style-type: none"> The project would relocate and consolidate Harry S. Bridges Blvd., which would include street intersections, traffic channelization, and signalization. After widening, will remain a two-lane highway with the capacity to increase to three lanes in each direction to accommodate future traffic demand. 	<p>A Draft IS/EA was circulated for public review in October 2011.</p> <p>(Source: http://www.dot.ca.gov/dist07/resources/envdocs/docs/I-110_C-Street_IS-EA.pdf)</p>	Traffic and circulation
T-29	Central Ave. Transportation Enhancement	City of Compton	<ul style="list-style-type: none"> The project would provide new streetscape medians, landscaping enhancements, and improve traffic safety on Central Ave. 	<p>In design.</p> <p>(Source: City of Compton Public Works Website)</p>	Aesthetics
T-30	Alondra Blvd. Transportation Enhancement	City of Compton	<ul style="list-style-type: none"> The project would add new landscape and streetscape improvements on Alondra Blvd. between I-710 and Alameda St. 	No information available.	Aesthetics
T-31	Blue Line Transportation Enhancement Project	City of Compton	<ul style="list-style-type: none"> The project would construct Blue Line Light Rail Transit Improvements at the intersection of Artesia Blvd. and Acacia Blvd. 	No information available.	Aesthetics
T-32	Imperial Hwy./Garfield Ave. Intersection Improvement Project	City of South Gate	<ul style="list-style-type: none"> The project would widen the intersection of Imperial Hwy./Garfield Ave. and improve truck-turning movements. 	<p>The project is complete.</p> <p>(Sources: City of South Gate CIP list August 2007; and Daniel Gruezo Assistant Engineer)</p>	The project is completed; no cumulative factors would affect the I-710 project.
T-33	Firestone Blvd. Bridge Widening over Rio Hondo Channel Project	City of South Gate	<ul style="list-style-type: none"> The project would add one traffic lane in each direction, retrofit the bridge in compliance with the latest seismic standards, and install a raised landscape median on Firestone Blvd. 	<p>Completion of design, construction bidding and construction of the project are anticipated in 2012.</p> <p>(Sources: City of South Gate CIP list August 2007; and Daniel Gruezo Assistant Engineer)</p>	<p>Transportation</p> <p>Water quality</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-34	Firestone Blvd. Bridge Widening over Los Angeles River Project	City of South Gate	<ul style="list-style-type: none"> The project would widen Firestone Blvd. on the south side, add a traffic lane in eastbound direction, modify the southbound on-ramp to I-710, and retrofit the bridge for compliance with the latest seismic standards. 	<p>A Draft EIR for the project was prepared in July 2007.</p> <p>Completion of design, construction bidding and construction are anticipated in 2012.</p> <p><i>(Sources: City of South Gate CIP list August 2007; and Daniel Gruezo Assistant Engineer)</i></p>	The EIR states that the project would not adversely contribute to cumulative effects in conjunction with other projects.
T-35	Cesar E. Chavez Park, Phase II, north side of Southern Ave. from Santa Fe Ave. to State St.	City of South Gate	<ul style="list-style-type: none"> The project would construct meandering pathways, pedestrian light poles, landscaping, irrigation system, drinking fountains, parking areas, picnic tables and benches, and tot lot with a rubberized surface to the park. The improvements are on the Department of Water and Power property. 	<p>The project was completed in September 2010.</p> <p><i>(Sources: City of South Gate CIP list August 2007; and Daniel Gruezo Assistant Engineer)</i></p>	The project is completed; no cumulative factors would affect the I-710 project.
T-36	Firestone Blvd./Garfield Ave. Intersection Improvement Project	City of South Gate	<ul style="list-style-type: none"> The project would widen the Firestone Blvd./Garfield Ave. intersection; install concrete approaches and other peripheral improvements. 	<p>The project was completed in September 2009.</p> <p><i>(Sources: City of South Gate CIP list August 2007; and Daniel Gruezo Assistant Engineer)</i></p>	The project is completed; no cumulative factors would affect the I-710 project.
T-37	High Speed Rail	California High Speed Rail Authority and Federal Railroad Administration	<ul style="list-style-type: none"> The project would develop an 800-mile statewide system of high-speed trains from southern to northern California; potential crossing of I-710 corridor between Washington Blvd. and Bandini Blvd. and just north of Washington Blvd. 	<p>A Final Program EIR/EIS was prepared for the Bay Area to Central Valley in May 2008. On March 3, 2011, the Authority Board approved the development and study of a phased implementation plan for the Los Angeles to Anaheim section. The phased approach would bring early benefits to existing rail and commuter services and would improve mobility and rail safety for the local region. A Project-level EIR/EIS will be prepared for the Anaheim to Los Angeles Union Station segment of the high-speed train and will be available for public review in Fall 2012.</p> <p>A Supplemental Alternatives Analysis Report for the Anaheim to Los Angeles segment was prepared in June 2010. The alternatives to be carried forward for the subsection of the segment at the I-710 crossing was the Dedicated HST Alternative and Consolidated Shared-Track Alternative, which would have less constructability and displacement impacts than the at-grade option. Both have aerial and at-grade features.</p> <p><i>(Source: High Speed Rail Website, www.cahighspeedrail.ca.gov/), (http://www.cahighspeedrail.ca.gov/lib_Los_Angeles_Anahaim.aspx) - accessed May 2012. http://www.cahighspeedrail.ca.gov/assets/0/152/256/260/21892c95-0d21-458e-aec4-cd5eb74ba691.pdf - accessed May 2012.</i></p>	<p>Land use Residential/commercial property displacements Visual Cultural (indirect) Geology Paleontology Hazardous waste Air quality (benefit) Noise/vibration Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
T-38	Exposition Line Light Rail Transit – Phase I	Expedition Construction Authority (Expo) and Metro	<ul style="list-style-type: none"> The project is a light-rail transit project, Expo Corridor Phase I, which will operate from 7th St./Metro Station to Washington/National Station. The Line will connect Downtown Los Angeles to the Westside area at Culver City. 	<p>A Final EIS/EIR document was prepared for the Phase I portion of the project in October 2005. Construction began in fall 2006. Initial operations began in April 2012.</p> <p><i>(Source: Metro website: www.buildexpo.org)</i></p>	Multimodal transportation system

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-39	Exposition Line Light Rail Transit – Phase II	Expo and Metro	<ul style="list-style-type: none"> The project is a light-rail transit project Phase II: from Venice/Robertson Station to Santa Monica (Metro). 	<p>A Final EIS/EIR document was prepared for the Phase II portion of the project in December 2009. The FEIR was certified in February 2010. Construction is expected to be completed by 2015.</p> <p><i>(Sources: libraryarchives.metro.net/DPGTL/eirs/Expo/ExpositionPhaseIIFinalEIR.htm; and Baseline Alternatives Analysis, Metro website: www.buildexpo.org)</i></p>	Air quality (NO _x) during construction activities
T-40	Eastside Line Light Rail Transit	Metro	<ul style="list-style-type: none"> The project is a light-rail project, from Union Station to Atlantic Blvd. via 1st St. to Lorena St., then 3rd St./Beverly Blvd. to Atlantic Blvd. 	<p><i>(Source: Baseline Alternatives Analysis. included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</i></p>	
T-41	Blue Line Light Rail System	Metro	<ul style="list-style-type: none"> The project is a light-rail project that would build a parking structure on First St. near southerly terminus of the Long Beach Blue Line in downtown Long Beach. Construct a park-and-ride facility in Long Beach at 3rd St. and Pacific Ave. south of the Metro Blue Line Pacific Station; include 300 to 500 parking spaces and residential/commercial development. Torrance Transit Line No.6–Blue Line feeder service. 	<p><i>(Source: Baseline Alternatives Analysis. included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</i></p>	
T-42	HOT Lane Bus Service	Metro and Caltrans	<ul style="list-style-type: none"> The project would implement new bus services to expand transit for I-10 and I-110 High Occupancy Toll (HOT) lanes. 	<p>This project would be a feature of the I-10 and I-110 HOT Lane project (see T-7, T-8, and T-9).</p>	See T-7, T-8, and T-9 for cumulative factors.
T-43	I-710 Communication System and Closed-Circuit TV System (CCTV)	City of Long Beach	<ul style="list-style-type: none"> The project would install a communication system along I-170 from Pacific Coast Hwy. to I-405. The facilities are for traffic monitoring and include a closed circuit TV system. 	<p>Construction of the project began in winter 2006 and was completed in spring 2008.</p> <p><i>(Source: Baseline Alternatives Analysis, Port of Los Angeles website www.portoflosangeles.org/DOC/I-710_Newsletter_Summer2007.pdf)</i></p>	The project is complete; no cumulative factors would affect the I-710 Project.
T-44	Atlantic Ave.–Signal Synchronization and Enhancement Project	City of Long Beach	<ul style="list-style-type: none"> The project would be a major reconstruction and minor upgrades of traffic signals along Atlantic Ave. between Ocean Blvd. and Wardlow Rd. and would improve traffic flow. 	<p><i>(Source: Baseline Alternatives Analysis. included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</i></p>	
T-45	Ocean Blvd.–Signal Synchronization and Enhancement Project	City of Long Beach	<ul style="list-style-type: none"> The project would reconstruct, upgrade and synchronize traffic signals along the corridor to reduce traffic congestion along Ocean Blvd. between Alamitos Ave. and Livingston Dr./2nd St. Pedestrian safety enhancements and Americans with Disabilities Act (ADA) access ramps would be installed. 	<p><i>(Source: Baseline Alternatives Analysis. included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</i></p>	
T-46	7th St., Long Beach Blvd. to Junipero	City of Long Beach		<p><i>In design</i></p> <p><i>Start Date : 1/30/2012</i> <i>End Date : 4/30/2012</i></p> <p><i>(Source: http://lbcip.com/)</i></p>	
T-47	Long Beach Blvd. between N/O 56th St. & Del Amo Blvd.	City of Long Beach		<p><i>Construction complete</i></p> <p><i>Start Date : 11/22/2010</i> <i>End Date : 9/12/2011</i></p> <p><i>(Source: http://lbcip.com/)</i></p>	

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-48	Gateway Cities Forum–Carson St. Signal Synchronization	Los Angeles County	<ul style="list-style-type: none"> The project would provide time-based traffic signal synchronization and upgrades to improve the overall progression of traffic along Carson St. between Long Beach Blvd. and Bloomfield Ave. 	(Source: Baseline Alternatives Analysis)	
T-49	Florence Ave.–Traffic Signal Communications System	City of Downey	<ul style="list-style-type: none"> The project would install an Ethernet-based Signal Communication System on Florence Ave. between Old River School Rd. and Fairford Ave. 	<p>Construction complete</p> <p>http://www.downeyca.org/_blobcache/0000/0004/4101.pdf</p> <p>(Source: Baseline Alternatives Analysis)</p>	
T-50	Southeast Los Angeles County (SELAC) –Traffic Signal Synchronization	Los Angeles County Department of Public Works	<ul style="list-style-type: none"> The project would implement a real-time traffic signal synchronization system to effectively manage high traffic volumes and reduce traffic congestion. These traffic corridors are as follows: I-710/Atlantic Blvd. Corridor; I-5 Telegraph Rd. Corridor; Lakewood/Rosemead Blvd. and Paramount Blvd. Corridor; I-105/Firestone Blvd., Imperial Hwy., and Rosecrans Ave. Corridor. Provide additional lane capacity through minor roadway widening and peak-hour parking restrictions. 	(Source: Baseline Alternatives Analysis)	
T-51	Wilmington Automated Traffic Surveillance and Control System/Adaptive Control System (ATSAC/ATCS) Project	City of Los Angeles	<ul style="list-style-type: none"> The project would implement a real-time traffic signal synchronization system to effectively manage high traffic volumes and reduce traffic congestion at 70 signalized intersections. These intersections are as follows: Southern portion of the City of Los Angeles, bounded by Sepulveda Blvd. on the north, the City of Long Beach on the east, and Seaside Ave./Ocean Blvd. on the south; Western Ave. on the west. 	(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])	
T-52	Harbor-Gateway ATSAC/ATCS Project	City of Los Angeles	<ul style="list-style-type: none"> The project would implement a real-time traffic signal synchronization system to effectively manage high traffic volumes and reduce traffic congestion at 109 signalized intersections. These intersections are as follows: the southern portion of the City of Los Angeles, bounded by Manchester Ave. on the north, Alameda St. on the east, Imperial Hwy. on the south, and Vermont Ave. on the west. 	(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])	
T-53	Gateway Cities Forum Traffic Signal Corridor Project-Phase II	Los Angeles County	<ul style="list-style-type: none"> The project would provide time-based traffic signal synchronization and upgrades to improve the overall progression of traffic along and crossing the following routes: Pacific Blvd./Long Beach Blvd. between Florence Ave. and Willow St. 	<p>http://www.metro.net/board/Items/2011/05_May/20110518P&PItem5.pdf</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</p>	

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
T-54	Gateway Cities Forum Traffic Signal Corridor Project–Phase III	Los Angeles County	<ul style="list-style-type: none"> The project would provide time-based traffic signal synchronization and upgrades to improve the overall progression of traffic along and crossing the following routes: Artesia Blvd. between Alameda Blvd. and Valley View Ave.; on Central Ave. between El Segundo Blvd. to Victoria St.; on Gage Ave. between Central Ave. to Slauson Ave.; on Whittier Blvd. between Paramount Blvd. to Valley Home Ave.; on Wilmington Ave. between Imperial Hwy. to Sepulveda Blvd. Implement a traffic signal management and control system that allows jurisdictions to respond more efficiently to traffic congestion. 	<p>http://www.metro.net/board/Items/2011/05_May/20110518P&PItem5.pdf</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</p>	
T-55	Gateway Cities Forum Traffic Signal Corridor Project–Phase IV	Los Angeles County	<ul style="list-style-type: none"> The project would provide time-based traffic signal synchronization and ITS improvements to enhance intersection operations, increase traffic mobility, and relieve existing traffic congestion on surface arterials. Project would synchronize the following streets: 38th St./37th St./Bandini Blvd. between Alameda St. and Garfield Ave.; on Garfield Ave. between Olympic Blvd. and Eastern Ave.; on Studebaker Rd. between Florence Ave. to Del Amo Blvd. 	<p>http://www.metro.net/board/Items/2011/05_May/20110518P&PItem5.pdf</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</p>	
T-56	Gateway Cities Forum Traffic Signal Corridor Project–Phase V	Los Angeles County	<ul style="list-style-type: none"> The project would provide time-based traffic signal synchronization and ITS improvements to enhance intersection operations, increase traffic mobility, and relieve existing traffic congestion on surface arterials. Project would synchronize the following streets: Alameda St. between Nadeau St. to Auto Drive South; on Florence Ave./Mills Ave. from Central Ave. to Scout Ave.; on South St. between Atlantic Ave. to Carmenita Road; on Washington Blvd. between Atlantic Blvd. and Whittier Blvd. 	<p>http://www.metro.net/board/Items/2011/05_May/20110518P&PItem5.pdf</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum [URS, February 2009])</p>	
T-57	Station Improvements: Los Angeles Union Station Renovation/Expansion Phase 1	Metro	<ul style="list-style-type: none"> The planned renovation would provide more track space at Union Station. 	<p>(Sources: Southern California Regional Rail Authority (SCRRA) Strategic Assessment, January 2007; and Metro website: www.metro.net/projects/orangeline/deir/)</p>	
T-58	Station Improvements: Los Angeles Union Station Renovation/Expansion Phase 2	Metro	<ul style="list-style-type: none"> The planned expansion would provide for increased passenger circulation needs at Union Station. 	<p>(Sources: Southern California Regional Rail Authority (SCRRA) Strategic Assessment, January 2007; and Metro website: www.metro.net/projects/orangeline/deir/)</p>	
T-59	Bridge across Los Angeles River–Metro Orange Line Extension	Metro and Los Angeles Department of Transportation (LADOT)	<ul style="list-style-type: none"> The project would be a four-mile northern extension of the Metro Orange Line from the Canoga Station to Chatsworth Metrolink Station. The bridge would be constructed to cross the Los Angeles River, crossing at Santa Susana Wash. 	<p>A Final EIR Addendum document was prepared for the Metro Orange Line Extension project in 2009. Construction has begun on the project and is expected to be completed in summer 2012.</p> <p>(Sources: Southern California Regional Rail Authority (SCRRA) Strategic Assessment, January 2007; and Metro website: www.metro.net/projects/orangeline/deir/)</p>	No cumulative impacts were identified for this project in the Final EIR Addendum.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
Ports of Long Beach and Los Angeles Projects					
P-1	Southern California International Gateway (SCIG) Project	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would construct and initiate the operation of a BNSF 157-acre intermodal container transfer facility in the POLA and various associated features that include the Increased use of rail and increased near-dock rail facilities for movement of both existing and future containerized cargo to help address the need for the increase of near-dock facilities and to provide an efficient connection to the Alameda Corridor. 	<p>The Final EIR for this project was certified and approved by the Los Angeles Board of Harbor Commissioners in September 2010. Construction started in 2011 and will be completed by 2015.</p> <p><i>(Source: Port of Los Angeles website, www.portoflosangeles.org, accessed June 2012)</i></p>	<p>Land use (indirect) Community/environmental justice Utilities Transportation Visual Cultural Hazardous waste Air quality Noise Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-2	San Pedro Waterfront Project	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would develop three new harbors, including the North Harbor, Downtown Harbor, and 7th St. Harbor. Improvements to a variety of land uses within the project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of cruise ship facilities and operations. Expand Sampson Way to two lanes in each direction and curve near the wholesale fish market to meet with 22nd St. in its westward alignment east of Miner St. 	<p>An EIS/EIR document was prepared for the project and certified in September 2009. Construction was expected to begin in 2009 and be completed in 2014.</p> <p><i>(Source: Port of Los Angeles website, www.portoflosangeles.org/)</i></p>	<p>Transportation impacts</p> <p>Air quality impacts</p>
P-3	Wilmington Waterfront Project	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would develop the waterfront area with pedestrian-oriented features, including parks, plazas, sidewalk enhancements, and a pedestrian bridge. Development of a waterfront promenade and piers, with commercial retail/restaurant components. Development of a 10-acre raised park space on an expansive land bridge over active railroad lines to connect A St. with the Wilmington waterfront. Enhancement of the Avalon Blvd. Corridor to support commercial, industrial, and retail development. Development of the Railroad Green, a passive open space within an existing abandoned railroad right-of-way. Improvement of traffic circulation on Avalon Blvd., Broad Ave., A St., and Water St. Removal and remediation of existing Los Angeles Department of Water and Power (DWP) oil tanks. Extension of the Red Car Line and California Coastal Trail along John S. Gibson Blvd. and Harry Bridges Blvd. from Swinford St. and Harbor Blvd. to Avalon Blvd. and Harry Bridges Blvd. The project would develop the Red Car museum in the Bekins Building. 	<p>The Final EIR/EIS was adopted by the Board of Harbor Commissioners in June 2009. The project is proposed for two construction Phases. Phase I would be constructed from 2009 to 2015. Phase II would be constructed from 2015 to 2020.</p> <p><i>(Source: Port of Los Angeles website, www.portoflosangeles.org/EIR/WilmWaterfront/DEIR/4.0_Cumulative_Effects.pdf)</i></p>	<p>Noise impacts (increase in ambient noise levels during construction)</p> <p>Air quality impacts (increase of criteria pollutants, and exposure to significant levels of toxic air contaminants)</p> <p>Greenhouse gas (GHG) impacts</p> <p>Biological resources (sensitive species)</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-4	Port of Los Angeles Channeling Deepening Project	Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> ▪ The project would deepen the Port of Los Angeles to a maximum depth of -53 feet MLLW by removing between 3.9 to 8.5 million cubic yards of soils. ▪ A Supplemental EIS/EIR was prepared to analyze the additional disposal of 4.0 million cubic yards of capacity for the dredge material to complete the Channel Deepening Project and to beneficially reuse the dredge material in the Port of Los Angeles and optimize disposal of the dredge material. 	<p>The project was approved. Construction is underway. A recirculated EIR/EIS (September 2008) was prepared for the additional disposal capacity of soils. A Final Findings of Fact and Statement of Overriding Considerations was prepared for the project in April 2009.</p> <p><i>(Source: POLA website, www.portoflosangeles.org/www.portoflosangeles.org/EIR/ChanDeep/FEIR/CDP%20Findings%20of%20Fact%20FINAL.pdf)</i></p>	Air quality (ambient NO ₂ levels, odor emissions) impacts
P-5	Berths 97–109 (China Shipping) Container Terminal Project (West Basin development)	Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> ▪ The project would develop and initiate the operation of a new container terminal for the China Shipping Lines at Berths 97–109 in the Port of Los Angeles. 	<p>A recirculated EIS/EIR was released in April 2008, and the project was approved in 2008. Three phases have been planned for this project. Phase I was expected to be completed in 2003. Phase IIA is expected to be constructed in 2010, Phase IIB to be completed in 2011, and construction of Phase III is expected to be completed in 2012.</p> <p><i>(Source: POLA website, www.portoflosangeles.org/EIR/ChinaShipping/DEIR/_Readers_Summary.pdf)</i></p>	Transportation impacts Air quality impacts
P-6	Berths 136- 147[TraPac] Container Terminal Project (West Basin development)	Los Angeles Harbor Department (POLA) and U. S. Army Corps of Engineers	<ul style="list-style-type: none"> ▪ The project would expand the container terminal at Berths 136-147 in the Port of Los Angeles (West Basin area). Improvements include deeper berths, longer and improved wharfs, replacement of existing cranes, new terminal buildings and facilities, a new on-dock intermodal rail yard, a relocated Pier A rail yard, an improved Henry Bridges Blvd. with a 30-acre buffer area adjacent to Harry Bridges Blvd. ▪ The project would be developed in two Phases. Phase I would expand the terminal from 176 acres to 233 acres (construction activities from 2008 to2015). Phase II would add 10 acres by 2025. 	<p>An EIS Addendum was prepared for the project in June 2012.</p> <p><i>(Source: www.portoflosangeles.org/EIR/TraPac/FEIR/Final_Addendum_with_Attachments_6-2012.pdf, accessed June 2012)</i></p>	<p>Air quality impacts during construction activities and operation of the facility</p> <p>Biological resources (invasive species)</p> <p>Cultural resources</p> <p>Noise (construction activities)</p> <p>Transportation impacts(during construction)</p> <p>Transportation impacts (operational with railroad crossings)</p> <p>Public services (solid waste, water and/or wastewater)</p> <p>Water quality (create pollution, cause nuisances, or violate applicable standards)</p> <p><i>(Source: Findings of Fact and Statement of Overriding Considerations, December 2007; http://www.portoflosangeles.org/EIR/TraPac/FEIR/Final_Addendum_with_Attachments_6-2012.pdf)</i></p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-7	Berths 206–209 Interim Container Terminal Reuse Project EIR	Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would allow an interim reuse of the former Matson Terminal. Change in tenant; no substantial change in operations. 	<p>A Final EIR was certified for the project. Construction of the project is on hold.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	Hydrology and water quality impacts
P-8	Berths 171–181, Pasha Marine Terminal Improvements EIR	Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would redevelop the existing facilities at Berths 171–181 as an omni (multiuse) facility. 	<p>Preparation of the EIR for the project is on hold. Anticipated Board Action is not expected until after 2014.</p> <p>(Sources: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/; POLB website, www.polb.com/civica/filebank/blobload.asp?BlobID=7107)</p>	Factors have not been determined. Information to be added, if available.
P-9	Crescent Warehouse Company Relocation	Los Angeles Harbor Department (POLA) and U.S. Army Corps of Engineers	<ul style="list-style-type: none"> The project would relocate the Crescent Warehouse Company from Port Warehouses 1, 6, 9, and 10 to an area of southeast Wilmington along Henry Ford and East I St. (tentative). 	<p>A Draft EIS/EIR was recirculated for this project in April 2008.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	
P-10	Pacific Los Angeles Marine Terminal, Pier 400, (formerly Pacific Energy Systems)	Los Angeles Harbor Department (POLA) and U.S. Army Corps of Engineers	<ul style="list-style-type: none"> The project would construct a Crude Oil Receiving Facility on Pier 400 with tanks on Terminal Island, with pipelines between berths, tanks, and pipeline systems. 	<p>A Final Supplemental EIS/EIR was prepared for the Pacific L.A. Marine Terminal project in November 2008. The SEIR/SEIS was approved by the Harbor Commissioners in 2008 and was approved by the Los Angeles City Council in the second quarter 2009.</p> <p>(Sources: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/; City of Los Angeles Harbor Department website, www.pacificenergypier400.info/index2.php?id=4)</p>	<p>Air quality (construction emissions and operational impacts from project)</p> <p>Water quality (groundwater, discharges and spills)</p>
P-11	Evergreen Expansion, Terminal Island–Berths 226–236 Container Terminal Improvements and Cannery Steam Demolition	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would expand the Evergreen Marine Terminal, with lease boundary changes, gate improvements, wharf modifications, cranes, and new buildings. 	<p>An EIS/EIR is to be prepared for the project.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.
P-12	Ultramar, Valero Lease Renewal	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would allow a lease renewal for a liquid bulk (petroleum) terminal. 	<p>A Draft EIR was circulated for public review in 2006 for this project.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	Air quality impacts

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-13	Conoco-Phillips Marine Oil Terminal	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would allow a lease renewal for a marine oil terminal. 	<p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.
P-14	SSA Outer Harbor Fruit Facility Relocation	City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The project would relocate the existing fruit import facility at 22nd and Miner to Berth 153. 	<p>An EIR was to be prepared for this project. The project is on hold.</p> <p>(Source: SR-47 Cumulative List, POLB website, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/; www.polb.com/civica/filebank/blobdload.asp?BlobID=7107)</p>	<p>Transportation impacts</p> <p>Air quality impacts</p>
P-15	ILWU Local 13 Dispatch Hall Project	Los Angeles Harbor Department	<ul style="list-style-type: none"> The project site is located at 1500 E. Anaheim St., in Los Angeles. The project would construct a two-storied, 32,565 square-foot Dispatch Hall that would provide a meeting space and administrative offices for dispatching longshore workers within the Ports of Los Angeles and Long Beach. The project includes an 812 space dedicated on-site parking lot. 	<p>A Draft IS/MND (April 15, 2011) was prepared for this project. The Public Review period for the Draft IS/MND ended on May 9, 2011.</p> <p>(Source: www.portoflosangeles.org/MND/ILWU/mnd_ilwu.asp)</p>	With the proposed mitigation for the project, the Draft IS/MND concluded that the project would not have any individually limited or cumulatively considerable impacts.
P-16	City Dock No. 1 Marine Research Center Project	Los Angeles Harbor Department	<ul style="list-style-type: none"> The project is located within the San Pedro Waterfront Plan area, which is approximately 400 acres, along the west side of the Los Angeles Harbor's Main Channel. The Port of Los Angeles and the Southern California Marine Institute (SCMI) have been working together to create marine research center. The project would develop a research center in the Port of Los Angeles, at Berths 56-60 and 70-71. The center would provide world-class facilities including laboratories, offices, classrooms, a lecture hall/auditorium and storage space to conduct marine research. The berths would provide a docking area for research vessels, from small vessels to large 250 to 300 feet vessels. The facility would include the world's largest wave tank using seawater for research activities. 	<p>A NOP for an EIR, and an environmental checklist was prepared for the project in December 2010. The checklist analysis determined that an EIR would need to be prepared for the project.</p> <p>(Source: www.portoflosangeles.org/NOP/CityDock1/nop_citydock.asp)</p>	<p>The checklist analysis concluded that the project would potentially result in significant impacts to biological resources, historic and archaeological resources, and would result in a cumulatively considerable contribution to greenhouse gas emissions, and poor air quality during construction.</p> <p>Information regarding the conclusions of the Final EIR will be added if it becomes available during the environmental process for the I-710 Corridor project.</p>
P-17	Al Larson Boat Shop Improvement Project	Los Angeles Harbor Department	<ul style="list-style-type: none"> The project is located at 1046 Seaside Ave., Terminal Island. The project would redevelop the existing boat shop to modernize the facility, comply with National Pollution Discharge Elimination System permit and Water Discharge Requirement and to improve the shop's ability to build and repair ships and vessels. Improvements would include maintenance dredging to ensure access of vessels to the site, reuse of dredging material to construct two confined disposable facilities that would add approximately 1 acre of new land to the facility. The project will be constructed in three Phases to minimize operational impacts to the facility. 	<p>A NOP for a Draft EIR was prepared in September 2010 for the project. Operation of the project would occur under a new 30-year lease, the new lease term would begin in 2012.</p> <p>(Source: www.portoflosangeles.org/NOP/Al_Larson/NOP_Final.pdf)</p>	Information regarding the conclusions of the Final EIR will be added if it becomes available during the environmental process for the I-710 Corridor project.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-18	Berths 302-306 [APL] Container Terminal Project	Los Angeles Harbor Department and U.S. Army Corps of Engineers	<ul style="list-style-type: none"> The project is located on Terminal Island and would redevelop and expand a container terminal at Berths 302-306 in the Port of Los Angeles. The project includes extending the existing concrete wharf by 1,250 linear feet to add Berth 306, add new cranes to Berths 302-306 and expand the existing terminal with an additional 56 acres. 	<p>Draft EIS was completed in February 2012. Construction scheduled between 2012 and 2015.</p> <p>(Source: www.portoflosangeles.org/EIR/APL/DEIR/APL_Final_EIS_EIR_May%202012.pdf, accessed June 2012)</p>	<p>Unavoidable significant impacts to air quality, GHG, and biological resources.</p> <p>Less than significant impacts with mitigation to traffic and noise.</p>
P-19	Middle Harbor Redevelopment Project	City of Long Beach Board of Harbor Commissioners (POLB)	<ul style="list-style-type: none"> The project would redevelop, expand, and modernize the existing waterfront property that is part of the Middle Harbor area of the POLB and Port lands to accommodate a portion of the forecasted increases in containerized cargo throughput volumes. 	<p>The Final EIR/EIS was prepared in April 2009, and certification is pending for the project. Construction of the project is expected to be completed in 2025.</p> <p>(Source: http://www.polb.com/civica/filebank/blobdload.asp?BlobID=6227 – accessed May 2012)</p>	<p>Community impacts</p> <p>Emergency response times</p> <p>Utilities</p> <p>Transportation (impacts to I-710 highway segment between Willow St. and Pacific Coast Hwy.)</p> <p>Cultural</p> <p>Air quality</p> <p>Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-20	Gerald Desmond Bridge Replacement	POLB, Caltrans, Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> The project would replace the existing four-lane Gerald Desmond Bridge with new six-lane bridge (three lanes in each direction) Construct the Terminal Island East Interchange and I-710 connector ramps. A new bridge, which is expected to open to traffic in 2015, would have a design life of 100 years. Rehabilitation of the new bridge would take place in 2115, which would extend the bridge's service life to 2145. 	<p>A revised Final EIR/EA FONSI was prepared for this project in July 2010. Construction is expected to be completed in September 2015.</p> <p>(Source: http://www.polb.com/civica/filebank/blobdload.asp?BlobID=7520 – accessed May 2012)</p>	<p>Growth</p> <p>Utilities</p> <p>Transportation</p> <p>Visual (benefit)</p> <p>Geology</p> <p>Air quality</p> <p>Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-21	Piers G and J Terminal Redevelopment Project	City of Long Beach Board of Harbor Commissioners (POLB)	<ul style="list-style-type: none"> The project would redevelop two existing marine container terminals into one terminal. The Piers G and J Redevelopment Project is in the Southeast Harbor Planning District area of the POLB. The project will develop a marine terminal up to 315 acres by consolidating two existing terminals on Piers G and J and several surrounding parcels. Construction will occur in four phases; it will include approximately 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements. 	<p>An EIR was prepared for the project, and the project has been approved. Project construction is underway, initiated in 2005, and is expected to be completed in 2015. Pier G redevelopment will include up to 16 separate construction phases and is expected to be completed over the next 10 years.</p> <p>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</p>	<p>Groundwater and soil impacts</p> <p>Air quality impacts</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-22	Pier A East and West Expansion Project	City of Long Beach Board of Harbor Commissioners (POLB)	<ul style="list-style-type: none"> The Pier A expansion project would be located north of Cerritos Channel on both sides of Terminal Island Freeway. The project consists of the development of approximately 90 acres of oil production land. Additionally, an underpass linking the existing Pier A site to the expansion site would need to be constructed under the Terminal Island Freeway just north of the Schuyler Heim Bridge. Pier A East would redevelop 32 acres of the existing auto storage area into container terminal backlands. Pier A West would remove and dispose the contaminated soil from 19 sumps off site including oil wells, filling and paving. 	<p>An EIR document was prepared for the Pier A West Project and was completed in 2009. The timing for initiation of the EIR for Pier A East Project is unknown.</p> <p><i>(Source: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/)</i></p>	<p>Utilities Hazardous waste Air quality Noise</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-23	Pier S Marine Terminal	City of Long Beach Board of Harbor Commissioners (POLB)	<ul style="list-style-type: none"> The project would develop a 150-acre container terminal on Terminal Island. The Pier S site encompasses approximately 17 acres of former oil production land, which is currently undergoing remedial action. Following remediation and stabilization, the site will be brought up to grade and paved. The project calls for an existing riprap dike along Cerritos Channel to be realigned and a concrete, pile-supported wharf to be built. Additionally, terminal buildings, utilities, and a rail yard will be constructed. 	<p>A Draft EIR/EIS was prepared for the project in September 2011.</p> <p><i>(Source: http://www.polb.com/environment/docs.asp – accessed May 2012)</i></p>	<p>Emergency services Utilities Transportation Hydrology Water quality Geology Hazardous waste Air quality Noise Biological</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-24	Intermodal Container Transfer Facility (ICTF)	ICTF Joint Powers Authority (JPA)	<ul style="list-style-type: none"> The project would reconfigure the existing rail yard facility and add new train tracks within the ICTF. This facility transfers containers to and from trains. Replace the existing diesel-fueled rubber-tired gantry cranes with electric-powered wide-span gantry cranes. Improve the existing gate facilities and add parking. Increase the number of containers handled at the ICTF from the current annual average of 725,000 to an estimated 1.5 million annual average. 	<p>An NOP/IS was released in January 2009. An EIR document is to be prepared for this project. Construction of the project is expected to take three to four years to complete.</p> <p><i>(Source: ICTF NOP, ICTF website, www.ictf-jpa.org/)</i></p>	<p>Utilities Visual Water quality Hazardous waste Air quality Noise</p> <p>Short-term transportation, water quality, hazardous waste, air quality, and noise impacts during construction activities.</p>
P-25	Advanced Transportation Management Information System (ATMIS)	POLA, POLB and ACTA	<ul style="list-style-type: none"> The project would implement the Advanced Transportation Management and Information System (ATMIS) and Advanced Traveler Information System (ATIS) to improve traffic flow for both POLA and POLB and the adjacent regional transportation system. 	<p>The project began in 2006, and the ATMIS system is in design phase. The project is to be completed in late 2010. The ATMIS has been identified in the Caltrans Statewide Goods Movement Intelligent Transportation Systems Action Plan and is contained in the Caltrans Global Gateways Development Program.</p> <p><i>(Source: Baseline Alternatives Analysis, Port of Los Angeles Draft Portwide Rail Synopsis Report, July 2004)</i></p>	<p>This is a major component in the overall ITS program for the I-710 Corridor/ Gerald Desmond Bridge Gateway Program. The ITS program will help to avoid and minimize potential cumulative impacts of the I-710 Corridor project.</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
P-26	POLB Administration Building	POLB	<ul style="list-style-type: none"> The project would construct a new administration building and maintenance facility along with public open space amenities on approximately 17 acres. 	<p>An EIR for this project was completed in 2009. Construction of the project is underway, and completion of the project is expected in 2013.</p> <p>(Source: POLB website, www.polb.com)</p>	<p>Transportation</p> <p>Temporary cumulative air quality impacts during construction activities.</p> <p>Cumulative contribution to short-term construction noise impacts.</p>
P-27	Chemoil Tank Farm Modification Project	City of Long Beach, Board of Harbor Commissioners	<ul style="list-style-type: none"> The project would modify the existing Chemoil facility currently situated on 3.4 acres on Pier F by expanding to the west onto 0.7 acre of the existing Morton Salt lease area for a new total Chemoil site acreage of 4.1 acres and installing two additional petroleum storage tanks. 	<p>An NOP has been prepared for this project. An EIR document is to be prepared (2008–2009). Construction of the project is expected to occur over a 26-month period.</p> <p>(Source: POLB website, www.polb.com)</p>	<p>No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.</p>
P-28	Mitsubishi Cement Corporation Facility Modifications	Port of Long Beach		<p>A Draft EIR was prepared in August 2011. Construction date to be determined.</p> <p>(Source: www.polb.com/civica/filebank/blobload.asp?BlobID=8645)</p>	<p>Potentially significant impacts include biological resources, GHG emissions, transportation/traffic, hazardous materials, air quality, hydrology/water quality, and noise.</p>
P-29	Cemera Long Beach Aggregate Terminal	Port of Long Beach			
Land Development Projects					
LD-1	Los Angeles River Master Plan	County of Los Angeles	<ul style="list-style-type: none"> The Master Plan includes recommendations for aesthetic improvements, economic development, environmental enhancements, flood management and water conservation, jurisdiction and public involvement, and recreation for the Los Angeles River area. 	<p>A Final Programmatic EIR/EIS was prepared in April 2007. Construction is expected to start in late 2013,</p> <p>(Source: http://www.lariverrmp.org/CommunityOutreach/LARiverFinalPEIRPEIS_Volume1_043007.pdf.pdf - accessed May 2012)</p>	<p>Land use Growth Community impacts Air quality</p> <p>The master plan improvements will result in beneficial effects related to flood control, water quality, aesthetics, public recreation and biological resources.</p>
LD-2	Deforest Wetland Restoration Project	Los Angeles County Department of Public Works and City of Long Beach	<ul style="list-style-type: none"> Part of the Lower Los Angeles River Parkway Plan and the Long Beach RiverLink, will implement wetlands along the lower Los Angeles River. The project will involve re-grading slopes to restore stream flow and trails for 34 acres of historic freshwater wetlands, restoring wildlife habitat, providing passive recreation with ADA accessible trails, and adding interpretive signage along a one-mile reach of the lower Los Angeles River in a floodwater detention basin while retaining flood control properties. 	<p><i>In Design</i></p> <p>Start Date: 6/30/2011 End Date: 12/21/2011</p> <p>http://www.longbeach.gov/news/displaynews.asp?NewsID=4829&targetid=36</p> <p>http://lbcip.com/</p> <p>(Source: City of Long Beach Website)</p>	<p>Beneficial effects related to wetlands, water quality, and recreation.</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-3	Los Angeles River Revitalization Master Plan	County of Los Angeles	<ul style="list-style-type: none"> The Master Plan includes recommendations for aesthetic improvements, economic development, environmental enhancements, flood management and water conservation, jurisdiction and public involvement, and recreation for the Los Angeles River area. 	<p>A Final Programmatic EIR/EIS was prepared in April 2007. Construction is expected to start in late 2013,</p> <p>(Source: http://www.lariverrmp.org/CommunityOutreach/LARiverFinalPEIRPEIS_Volume1_043007.pdf.pdf - accessed May 2012)</p>	<p>Land use Growth Community impacts Air quality</p> <p>The master plan improvements will result in beneficial effects related to flood control, water quality, aesthetics, public recreation and biological resources.</p>
LD-4	Golden Shore Master Plan	City of Long Beach	<ul style="list-style-type: none"> The project would develop new residential, office, retail, and potential hotel uses, along with associated parking and open space. Three options are being considered: a residential option and two hotel options. The project is located on Golden Shore Dr., bounded by Ocean Blvd., Shoreline Dr., and the Arco Center parking lots. 	<p>A Draft EIR was prepared for the project in October 2009. Construction of the project would be completed in phases. Phase One, construction of the office tower, west of Golden Shore at Ocean Blvd., began in mid-2011. Phase Two would complete the balance of the site east of Golden Shore, and Phase Three would develop the balance of the site east of Golden Shore. It is expected that construction will not be completed prior to 2018.</p> <p>(Source: City of Long Beach website- www.lbds.info/planning/environmental_planning/golden_shore_master_plan.asp)</p>	<p>Air quality impacts (construction and operational emission impacts)</p> <p>Noise impacts (potential construction impacts with other projects in the area)</p>
LD-5	1235 Long Beach Blvd. Mixed-Use Project	City of Long Beach	<ul style="list-style-type: none"> The project would demolish the existing on-site uses and construct a mixed-use (transit-oriented) development that includes the construction of three tower buildings consisting of 170 residential condominium units, 186 senior apartment units, and 30,000 square feet of commercial floor area. 	<p>An EIR was prepared for the project in 2000. An EIR Addendum was prepared for the project in January 2008. The project would be constructed in two Phases. Phase I would construct the Senior rental housing component, Phase II would construct the condominium and commercial area components.</p> <p>(Source: City of Long Beach website, www.lbds.info/planning/environmental_planning and www.lbds.info/civica/filebank/blobdownload.asp?BlobID=3310)</p>	<p>The EIR Addendum for the 1235 Long Beach Blvd. Project concluded that there would be no new cumulative impacts or increases to any previously identified cumulative impacts for the project.</p>
LD-6	Hotel Esterel (formerly D'Orsay Hotel) Project	City of Long Beach	<ul style="list-style-type: none"> The project would develop a 165-room boutique-style hotel on the northwest corner of Broadway and the Promenade. The six-story hotel will have 8,875 square feet of retail and restaurant space and 3,000 square feet meeting space. 	<p>The project is complete.</p> <p>(Sources: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/; City of Long Beach Building a Better Long Beach Report, 2007)</p>	<p>The project is completed; no cumulative factors would affect the I-710 Project.</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-7	The Pike at Rainbow Harbor/Hotel Sierra	City of Long Beach	<ul style="list-style-type: none"> The project would develop residential units and an office building or hotel. Project site is south of Ocean Blvd. on the site of the former Pike Amusement Park between Pine and Magnolia Ave. Project will include 770 residential units, a 500-room hotel, and 25,000 square feet of commercial space. The Hotel Sierra project would develop a five-story, 125-room hotel with accessory ground floor retail uses. The location of the hotel would be at 290 Bay St. in the northwestern corner of the Pike development complex. 	<p>An EIR document was prepared for the original Queensway Bay Master Plan in 1994. An MND for the reduced Queensway Bay Project was prepared in 1998. The Supplemental EIR for the Avia Hotel as part of The Pike at Rainbow Harbor Project was prepared in December 2004. An EIR Addendum to the Supplemental EIR for the Hotel Sierra Project was prepared in June 2009. The Pike Project Hotel (the Avia Hotel) was expected to be operating in summer 2009. The Hotel Sierra Project was approved by the Long Beach Council and is in the process of entitlements.</p> <p><i>(Sources: SR-47 Cumulative List, included in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project Final EIS/Final EIR and Section 4(f) Evaluation posted at http://www.dot.ca.gov/dist07/resources/envdocs/; City of Long Beach website- www.lbds.info/planning/environmental_planning/environmental_reports.asp)</i></p>	<p>The EIR for the Queensway Bay Project identified the following cumulative impacts:</p> <p>Net cumulative increase in the use of Energy Resources</p> <p>Short-term and long-term air quality impacts</p> <p>The EIR Addendum for the Hotel Sierra Project determined that there would be no new cumulative impacts or increases to any previously identified cumulative impacts for the project.</p>
LD-8	North Village Center Redevelopment Project	City of Long Beach	<ul style="list-style-type: none"> The project would construct up to 180 units of multifamily housing and 50,000 square feet of neighborhood serving commercial/retail space, a public library and community center totaling 30,000 square feet, and approximately 600 off-street parking spaces in private garages, surface parking lots, and an aboveground parking structure. The project is located on Linden Ave. and Atlantic Ave. bounded by South and East 59th St. 	<p>A Final EIR was prepared for the project in November 2009.</p> <p>http://www.northvillagecenter.com/North_Village_Center/Welcome.html</p> <p><i>(Source: City of Long Beach website- www.lbds.info/planning/environmental_planning/environmental_reports.asp)</i></p>	<p>Impacts to cultural resources would not be expected to be cumulatively considerable when considered along with those of the I-710 Corridor Project.</p>
LD-9	Press-Telegram Mixed Use Development	City of Long Beach	<ul style="list-style-type: none"> The project would develop 542 residential loft-style units in two 22-story high-rise towers, also including 32,050 square feet of commercial space, 10,650 square feet of space on the ground floor, and 1,186 on-site parking spaces. 	<p>A Final EIR was prepared for this project in October 2006. Site preparation and construction duration is expected to be between 22 to 26 months.</p> <p><i>(Source: City of Long Beach website)</i></p>	<p>Transportation (intersection of Magnolia Ave. and 6th St.)</p> <p>Cultural resources (Meeker Building)</p>
LD-10	Admiral Kidd Park Expansion	City of Long Beach	<ul style="list-style-type: none"> The project would expand the three-acre existing public park located at 2125 Santa Fe Ave. A portion of the existing park would be converted into a soccer field. Proposed improvements include new walking paths, three plaza areas, landscaping, additional parking, and exercise equipment. Removal of an existing public road, currently separating Admiral Kidd Park from the park expansion area. 	<p>An IS/MND was prepared for this project in 2008. Construction began in February 2010 and the project was opened to the public in March 2011.</p> <p>http://www.gazettes.com/news/environment/admiral-kidd-park-expansion-grand-opening/article_bc73e99c-557b-11e0-8115-001cc4c03286.html</p> <p><i>(Source: City of Long Beach website)</i></p>	<p>No cumulative effects were identified for this project.</p>
LD-11	Fire Station 12 – New north Long Beach Fire Station at 1199 East Artesia Blvd.	Long Beach Redevelopment Agency	<ul style="list-style-type: none"> The project would construct a new fire station (Leadership in Environmental Design [LEED], gold status construction, 11,080 square feet), support building (4,632 square feet), and a 100-foot-tall radio antenna in North Long Beach. 	<p>http://www.longbeachrda.org/civica/filebank/blobdload.asp?BlobID=2515</p> <p><i>(Source: City of Long Beach website, Redevelopment Report 2008, www.longbeachrda.org/civica/filebank/blobdload.asp?BlobID=2515)</i></p>	<p>No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.</p>
LD-12	Senior Community Housing (3635 Elm Ave.)	City of Long Beach	<ul style="list-style-type: none"> The project would construct a five-story, 66-unit assisted living facility located at 3635 Elm Ave. in Long Beach. 	<p>A Mitigated Negative Declaration (MND) was prepared for the project. Construction began in October 2007 and was completed in 2009.</p> <p><i>(Source: City of Long Beach website)</i></p>	<p>The MND concluded that the project would not have considerable cumulative effects on the environment.</p>

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-13	Atlantic Workforce Housing Development	City of Long Beach	<ul style="list-style-type: none"> The project would develop six multifamily residential buildings along Atlantic Ave. Each building would consist of eight ownership units (total 48). The three-story buildings would provide a total of 96 parking spaces in enclosed grade-level garages and 11 parking spaces reserved for guests. 	<p>An IS/MND was prepared for this project in October 2008.</p> <p>(Source: City of Long Beach website)</p>	The MND concluded that the project would not have considerable cumulative effects on the environment.
LD-14	Pacific Baptist Church (3332 Magnolia Ave.)	City of Long Beach	<ul style="list-style-type: none"> The project would remove two single-family homes utilized for church purposes. Construction of a two-story, 45,101 square foot structure to house the church, classrooms, and other facilities for day school. 	<p>A IS/MND was prepared for this project in October 2008.</p> <p>(Source: City of Long Beach website)</p>	The MND concluded that the project would not have a cumulatively considerable effect on the environment.
LD-15	Colorado Lagoon Restoration Project	City of Long Beach	<ul style="list-style-type: none"> The project would create a native habitat at Colorado Lagoon, implement water quality control measures, and enhance the Lagoon's value as a recreational resource. 	<p>An EIR was prepared for the project and certified by the City in October 2008.</p> <p>Limited components of Phase I are currently under construction while Phase II is undergoing further study.</p> <p>http://www.longbeach.gov/cd/property_services/project_development/colorado.asp</p> <p>(Source: City of Long Beach website- www.lbds.info/planning/environmental_planning/environmental_reports.asp)</p>	<p>Potential construction noise issues if combined with other simultaneous construction projects near the project area.</p> <p>Cumulative short-term air quality impacts during construction activities.</p>
LD-16	New Two Story Medical Office Building (1740 Pacific Ave.)	City of Long Beach	<ul style="list-style-type: none"> The project would construct a new two-story, 13,400-square-foot medical office building. 	<p>An IS/MND was prepared for this project in July 2008. The project is expected to be completed in 15 months.</p> <p>Pacific Hospital of Long Beach CA - Partial hospital. Project complete.</p> <p>(Source: City of Long Beach website)</p>	The MND concluded that the project would not have considerable cumulative effects on the environment.
LD-17	Kroc Community Center (1900 Walnut Ave.)	City of Long Beach	<ul style="list-style-type: none"> The project would reform up to 19 acres of land designated by the Salvation Army for the location of a new recreation and community center to foster and serve the recreational needs of the local community. The project is located at the Hamilton Bowl/Chittick Field at 1900 Walnut Ave. and Pacific Coast Hwy. 	<p>A Final EIR was prepared for the project in June 2009.</p> <p>(Source: City of Long Beach website-www.lbds.info/planning/environmental_planning/environmental_reports.asp)</p>	Impacts to cultural resources are not expected to be cumulatively considerable when considered in conjunction with the I-710 Corridor Project.
LD-18	Alamitos Bay Marina Rehabilitation Project	City of Long Beach	<ul style="list-style-type: none"> The project would renovate the existing Alamitos Bay Marina facilities and enhance the existing recreational boating facilities within the harbor. 	<p>A Final EIR was prepared for the project in December 2009. Construction began in 2011 and is expected to be completed in 2017.</p> <p>http://www.lbpost.com/news/staffreports/12383</p> <p>(Source: City of Long Beach website- www.lbds.info/planning/environmental_planning/environmental_reports.asp)</p>	The cumulative air quality construction emission impacts for this project are not expected to be cumulatively considerable because of the distance from the I-710 Corridor Project.
LD-19	Seaside Park	City of Long Beach	<ul style="list-style-type: none"> The project would demolish three multifamily structures and develop a new 1.92-acre public park. The park would include a soccer field, a tot lot, a playground, multipurpose hard court, picnic area, and open turf play area and restrooms. 	<p>The project was opened in February 2011.</p> <p>http://www.longbeach.gov/news/displaynews.asp</p> <p>(Source: City of Long Beach website)</p>	No cumulative impacts are anticipated because the project is complete.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-20	RiverLink Plan	City of Long Beach	<ul style="list-style-type: none"> The project would connect the neighborhoods of the west side of Long Beach to the Los Angeles River. The plan is a conceptual plan and discusses four main components or ideas. These components are: Destinations, Gateways, Pathways, and Connections. 	<p>The Riverlink Report was prepared in February 2007.</p> <p>(Source: http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=15552 – accessed May 2012)</p>	This plan is a conceptual plan and would not contribute to cumulative adverse impacts.
LD-21	Gateway Towne Center (1802 South Alameda St.)	City of Compton	<ul style="list-style-type: none"> The project would develop a 51-acre site with mixed-use commercial/residential uses and include 500,000 square feet of commercial uses and up to 220 residential units. 	<p>An EIR was completed for the project and as of 2011, 75% of the project is complete (nonresidential portion).</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office).</p>	
LD-22	Townhomes at 501 South Alameda St.	City of Compton	<ul style="list-style-type: none"> The project would construct a 28-unit townhome development. 	<p>Now all commercial development</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-23	Commercial Center at 2215 West Rosecrans Ave.	City of Compton	<ul style="list-style-type: none"> The project would construct a new 25,000-square-foot commercial center on West Rosecrans. 	<p>This project is complete.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office).</p>	
LD-24	A Multi-tenant Building at 1300 East Alondra Blvd.	City of Compton	<ul style="list-style-type: none"> The project would construct a multitenant, freestanding building on East Alondra Blvd. 	<p>This project is complete.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office).</p>	
LD-25	Condo units and commercial building at 509 North Tamarind Ave.	City of Compton	<ul style="list-style-type: none"> The project would construct 136 condo units in a mixed-use gated community. The units would be approximately 1,700 square feet, and the project includes a 4,000-square-foot commercial building. 	<p>Under construction. Residential portion complete.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-26	A Multi-tenant Building at 909 South Central Ave.	City of Compton	<ul style="list-style-type: none"> The project would construct a multitenant, freestanding building on South Central Ave. 	<p>This project is complete.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-27	Townhomes and Church at 950 West Alondra Blvd.	City of Compton	<ul style="list-style-type: none"> The project would construct a new 28-unit townhome development and a new 3,000-square-foot church/sanctuary. 	<p>The City purchased this development and plans to complete it.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-28	Trucking and Warehouse Storage Yard at 1400 West Greenleaf Blvd.	City of Compton	<ul style="list-style-type: none"> The project would construct a trucking/warehousing storage yard. 	<p>Approved.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-29	15787 Atlantic Ave.	City of Compton	<ul style="list-style-type: none"> The project would construct 70 units in a mixed-use development on Atlantic Ave. A total of 80 percent of this site is located in an unincorporated portion of Los Angeles County. 	<p>This project is complete.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	
LD-30	15810 Frailey Ave.	City of Compton	<ul style="list-style-type: none"> The project would construct an 84-unit multifamily senior citizen housing building. 	<p>This project was near completion as of 7-19-2011.</p> <p>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</p>	

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-31	Carson St. Master Plan (between I-405 and I-110) on Carson St.	City of Carson	<ul style="list-style-type: none"> The project would create a distinct district along the Carson St. Corridor with a "main street" character, featuring a unique pedestrian mixed-use environment. 	<p>Design completion April 2011, Start of construction June 2011, completion scheduled for May 2012.</p> <p><i>(Sources: City of Carson Website; and Engineering Division – CIP project status report 01-18-2011)</i></p>	
LD-32	Palmer/Tamarind/Willowbrook	City of Compton	<ul style="list-style-type: none"> Senior Center/MLK. 	<p>Phase I under construction.</p> <p><i>(Sources: City of Compton Website; and Luanna Mitchell in the Public Works office)</i></p>	
LD-33	The Boulevards at South Bay at Main St. and Avalon Blvd.	City of Carson	<ul style="list-style-type: none"> The project would construct a 157-acre development providing for a potential mix of approximately 1.2 million square feet of commercial, retail, and entertainment uses in addition to 1,550 residential units. 	<p>A Final EIR was prepared for this project in June 2006. Construction began in October 2008 and was completed in late 2010.</p> <p><i>(Source: City of Carson Website)</i></p>	Construction air quality emissions Construction noise impacts
LD-34	Costco	City of Commerce	<ul style="list-style-type: none"> The project would construct a Costco Store at Washington and Telegraph Blvds. in the City of Commerce. 	<p>The project was completed in July 2009.</p> <p><i>(Source: City of Commerce)</i></p>	The project is complete; no cumulative factors would affect the I-710 project.
LD-35	Village Square Shopping Center at Eastern Ave. and Florence Ave.	City of Bell Gardens	<ul style="list-style-type: none"> The project would construct a 79,800-square-foot community retail center at Eastern and Florence Aves. 	<p>Completed April 2004.</p> <p>http://www.bellgardens.org/n_departments.asp?view=dev_</p> <p><i>(Source: City of Bell Gardens Website)</i></p>	
LD-36	Senior Center Housing (6722–6730 Clara St.)	City of Bell Gardens	<ul style="list-style-type: none"> The project would construct a senior housing center with 72 one- and two-bedroom units and a 5,150-square-foot community center. 	<p>Construction began in Spring 2005.</p> <p><i>(Source: City of Bell Gardens Website)</i></p>	The project is complete; no cumulative factors would affect the I-710 project.
LD-37	Ford Park Sports Complex	City of Bell Gardens	<ul style="list-style-type: none"> The project would construct a sports park with two ball fields and four soccer fields. The project includes hardscape areas and landscaping, site furnishing, fencing, a maintenance building, and general site work. 	<p><i>(Source: City of Bell Gardens Website)</i></p>	
LD-38	Gateway Project/EI Portal	City of South Gate	<ul style="list-style-type: none"> The project would construct a 600,000-square-foot regional shopping center on the northwest corner of Atlantic and Firestone Blvds. 	<p><i>(Source: City of South Gate)</i></p>	
LD-39	Atlantic Park Plaza	City of South Gate	<ul style="list-style-type: none"> The project would construct a 50,000-square-foot shopping center located on the southwest corner of Atlantic and Tweedy Blvds. (9923 Atlantic Ave.). 	<p><i>(Source: City of South Gate)</i></p>	
LD-40	South Region High School No. 9 at 5225 Tweedy Blvd.	City of South Gate	<ul style="list-style-type: none"> The Los Angeles Unified School District proposes to construct a 53-classroom (1,431 students) high school. The 26.3-acre site is located on the northeast corner of Atlantic and Tweedy Blvds. 	<p>A Final EIR was prepared for the project in February 2009. A recirculated EIR was prepared for this project in August 2009. Construction is expected to be completed by 2012.</p> <p><i>(Sources: City of South Gate; and Los Angeles Unified School District – New Construction Report)</i></p>	Noise impacts Traffic impacts

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
LD-41	Los Angeles Community College District–South Gate Educational Center	Los Angeles Community College District	<ul style="list-style-type: none"> The project would develop an educational center for 12,000 students (by 2016) located on the northwest corner of Santa Fe Ave. and Firestone Blvd. Features include adaptive reuse of Buildings 1 and 3 and construction of a parking structure and playing fields. 	<p>A Draft EIR was prepared for the project dated October 2009. The initial construction phase is expected to begin in the third quarter of 2012 and be completed in 2015.</p> <p>(Sources: City of South Gate; and East Los Angeles Community College website, www.elac.edu/collegeservices/eir/sg/pdf/Volumel/other_discussions_required_under_ceqa.pdf)</p>	<p>Short-term cumulative air quality impact during construction from volatile organic compounds (VOC) emissions.</p> <p>Cumulative operational air quality impact for VOC and nitrous oxide (NO_x) emissions.</p> <p>Cumulative cultural resource impact due to demolition of Building 4.</p> <p>Cumulative traffic impacts due to significant impacts to three street intersections.</p>
LD-42	South Gate Civic Center/ Southeast Justice Center	City of South Gate	<ul style="list-style-type: none"> The project would develop an approximate 7-acre site with a state courthouse, public plaza, City Hall, site parking, and mixed-use/open space. 	(Source: City of South Gate)	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor project.
LD-43	Grocery Warehouse	City of Paramount	<ul style="list-style-type: none"> The project would construct a 500,000-square-foot grocery warehouse. 	(Source: City of Paramount)	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor Project.
LD-44	Drake/Chavez Greenbelt Project	City of Long Beach	<ul style="list-style-type: none"> Creation of a 50-acre park along the lower Los Angeles River in the City of Long Beach to link Cesar E. Chavez Park (23 acres) to Drake Park (6 acres) through the acquisition and development of 31 acres of former industrial and abandoned railroad property with wetlands, habitat, interpretative signage, and active and passive recreation. 	<p>The Park conceptual design was completed in 2009. The City of Long Beach is currently seeking funding for an EIR.</p> <p>(Source: http://www.longbeach.gov/park/about/development_projects/drakechavez.asp - accessed May 2012)</p>	No information regarding environmental impacts has been found at this time. Information will be added, if it becomes available during the environmental process for the I-710 Corridor Project
Goods Movement (These programs are not shown on Figure 5.1. They are regional to the Ports of Los Angeles and Long Beach.)					
GM-1	Clean Trucks Program	City of Long Beach Board of Harbor Commissioners (POLB) & City of Los Angeles Harbor Department (POLA)	<ul style="list-style-type: none"> The Program began on October 1, 2008; the Ports of Los Angeles and Long Beach would ban all pre-1989 trucks from the port terminals. As of January 1, 2010, all trucks from 1989 to 1993 are banned, along with all un-retrofitted trucks from 1994 to 2003. By January 1, 2012, all trucks that do not meet the 2007 federal clean truck emission standards would be banned. 	<p>The Clean Trucks Program is outlined in the San Pedro Bay Ports Clean Air Action Plan. Both POLA and POLB participate in this program, and the program is ongoing.</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum (URS, February 2009))</p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-2	Truck Impacted Intersections Project	Gateway Cities Council of Governments (GCCOG), Los Angeles County Department of Public Works and MTA	<ul style="list-style-type: none"> The program would improve intersections at the Port of Los Angeles. Phase I: Improve 14 intersections by installing new video detection cameras, restriping, and improving traffic signals. 	<p>Los Angeles County to conduct the preliminary engineering and administer the construction of the project with Los Angeles County Metropolitan Transportation Authority (MTA)</p> <p>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum (URS, February 2009))</p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
GM-3	Truck Impacted Intersections, Phase II	Los Angeles County Department of Public Works	<ul style="list-style-type: none"> Phase II of the program: Improve 20 additional intersections by installing new video detection cameras, restriping, and improving traffic signals. 	<p>See information provided in program GM-2.</p> <p><i>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum (URS, February 2009))</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-4	Expanded PierPASS – The PierPASS Off-Peak Program	POLA and POLB	<ul style="list-style-type: none"> Adjust Pier Pass program to produce truck trip terminal gate temporal distribution of 60 percent day shift, 20 percent night shift, and 20 percent hoot owl shift. 	<p>PierPASS is a not-for-profit organization created by 13 marine terminal operators in 2005. The program is to reduce congestion and improve air quality in and around POLA and POLB. The program provides an incentive for cargo owners to move cargo at night and on weekends to reduce truck traffic, pollution, and port congestion.</p> <p><i>(Source: Baseline Alternatives Analysis, included in the Final Alternatives Screening Analysis Technical Memorandum (URS, February 2009; Website source: www.adventinc.com/Case_Studies/PierPass_Case_Study.pdf)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-5	Rail Yard Emission Reduction Program	California Air Resources Board, Union Pacific Railroad, and BNSF Railway	<ul style="list-style-type: none"> Reduce locomotive emissions near rail yards, and develop new regulations to address on- and off-road vehicles at rail yards. 	<p>Air Resources Board, Union Pacific Railroad, and BNSF Railway entered into a pollution reduction agreement in June 2005. The agreement is expected to achieve a 20 percent reduction in locomotive diesel particulate matter emissions near rail yards.</p> <p><i>(Sources: GCCOG, ARB website: www.arb.ca.gov/railyard/railyard.htm)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-6	Gateway Cities Council of Governments (GCCOG) Truck Replacement Program	GCCOG	<ul style="list-style-type: none"> Reduce emissions from in-use heavy-duty vehicles in the Gateway Cities subregion and around the POLA and POLB. Two components: (1) Fleet Modernization Program (FMP) and (2) the POLB Diesel Emissions Reduction Program (DERP). 	<p>The Fleet Modernization Program began in September 2002. The program replaces older (pre-1987) trucks with newer truck engines (minimum year 1994) or alternative fuel engines. New trucks engines emit approximately 35 percent less NO_x and 80 percent less particulate matter (PM) emissions.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-7	Cascade Sierra Solutions Program	Cascade Sierra Solutions	<ul style="list-style-type: none"> Improve air quality by improving fuel efficiency of diesel trucks. 	<p>SmartWay fuel-saving equipment for trucks is available to purchase through a number of financing programs such as the California Goods Movement Grant Program (Proposition 1B Truck Replacement).</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project. However, a betterment of air quality would occur.
GM-8	Truck Enforcement/Inspection Facilities Study	GCCOG and Metro	<ul style="list-style-type: none"> Feasibility study initiated and constructed to being within five years (funding included within Homeland Security Bill). 	<p>GCCOG, with funding provided by Metro, has initiated a study to determine whether modern state-of-the-art truck enforcement and inspection facilities can be located within the I-710 Corridor.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
GM-9	San Pedro Bay Ports Clean Air Action Plan	POLA, POLB, and U.S. EPA	<ul style="list-style-type: none"> The report studied options to curb Port-related air pollution from trucks, ships, locomotives, and other equipment by at least 45 percent in five years. The Ports established three key uniform air quality standard levels: the San Pedro Bay level, the Port-Specific level, and the Source Specific Performance level. The measures that will be implemented under the plan are expected to eliminate more than 47 percent of diesel PM emissions from Port-related sources within the next five years. 	<p>Technical Report was completed in November 2006.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	All new significant development projects or modifications to existing facilities will require California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA) review prior to approval. All CEQA Air Quality Analyses would include a full analysis of construction emissions and mitigation measures identified through the CEQA process would provide a mechanism to require construction equipment controls to ensure emissions at or below the applicable standards.
GM-10	GCCOG Air Quality Action Plan	GCCOG	<ul style="list-style-type: none"> The plan includes the development of a list of near-term air quality measures. 	<p>A Preliminary Report was prepared in June 2007.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-11	Alternative Fuel Use-Low-Sulfur Marine Vessel Main Engine Fuel Incentive Program	POLA and POLB	<ul style="list-style-type: none"> Low-sulfur fuel being implemented, no comprehensive study. The incentive program is to encourage vessel operators to use 0.2 percent low-sulfur distillate and would pay the eligible shipping line the difference between the cost of bunker fuel and the low-sulfur distillate. 	<p>The program was launched on July 1, 2008.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-12	Cold Ironing– Alternative Marine Power (AMP)	POLA and POLB	<ul style="list-style-type: none"> Provide shoreline power so that ships can shut down auxiliary engines while in port and connect to electrical power supplied at the dock. This practice would reduce ship emissions while in port. AMP is a key part of the San Pedro Bay Ports Clean Air Action Plan. 	<p>The Port of Los Angeles implemented the availability of shoreline power in June 2004. The POLB will be adding the availability of shoreline power over the next eight years.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-13	Marine Vessel (ocean going)		<ul style="list-style-type: none"> Vessel speed reduction – initiated, 2006–2011. Low-sulfur fuel (within five years). Pollution control equipment addition (within five years). 	<p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-14	Cargo Handling Equipment		<ul style="list-style-type: none"> Initiated, 2006–2011. Automated cargo-handling equipment – a decrease in emissions. 	<p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-15	Harbor Craft		<ul style="list-style-type: none"> Initiated, 2006–2011 	<p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-16	Railroad Locomotives		<ul style="list-style-type: none"> Existing switch engines (Tier 2) – initiated, 2006–2008. All new switch engines (Tier 3) – initiated, 2006–2011. Locomotives entering ports (Tier 2) – initiated, 2006–2011. 	<p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.
GM-17	Replace locomotives that provide service in Southern California with new locomotives		<ul style="list-style-type: none"> Initiated, 2006–2010. 	<p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	This is a regional Ports program; no cumulative factors would affect the I-710 Project.

Table 3.25-1 Past, Present and Foreseeable Future Projects in the I-710 Corridor Study Area

Project ID No.	Project Title	Lead Agency	Project Description	Project Status	Relevant Cumulative Environmental Factors
GM-18	Virtual Container Yard	City of Long Beach Board of Harbor Commissioners (POLB); City of Los Angeles Harbor Department (POLA); and ACTA	<ul style="list-style-type: none"> ▪ This program is to improve the handling of empty container and equipment management through policies and incentives (including virtual container yard). To eliminate the storage of containers at terminals/depots and alleviate additional truck trips and vehicle miles traveled, the system is to connect the transfer of empty containers directly between two parties. 	<p>This program was initiated in 2006/2007 and is ongoing.</p> <p><i>(Source: GCCOG Quarterly Update for Existing and Proposed Near-term Air Quality Strategies)</i></p>	<p>This is a regional Ports program; no cumulative factors would affect the I-710 Project.</p> <p>Both Ports participate in the program.</p>

I-5 = Interstate 5
 I-10 = Interstate 10
 I-105 = Interstate 105
 I-110 = Interstate 110
 I-170 = Interstate 170
 I-210 = Interstate 210

SR-22 = State Route 22
 SR-47 = State Route 47
 SR-57 = State Route-57
 SR-60 = State Route 60
 SR-71 = State Route 71

This page intentionally left blank

environment were researched and analyzed in greater depth for purposes of this cumulative analysis. These projects and their anticipated construction schedules are listed in Table 3.25-2 and are discussed in the Environmental Consequences section.

3.25.3 RESOURCES EXCLUDED FROM CUMULATIVE IMPACTS ANALYSIS

The I-710 Corridor Project involves improving an existing freeway in order to improve air quality and reduce public health risk, improve mobility, reduce delay, improve safety features, and address projected growth in population, employment, and economic activities related to goods movement. Based on the scope of the project, the affected environment of the Study Area, and the technical studies prepared for this Draft EIR/EIS, the following resources would not be substantially impacted by the proposed project and are not at risk:

- **Farmlands and Timberlands:** There are no timberlands or prime, unique, or soils of local significance for farmlands within the general study area. Therefore, there are no recognized environmental concerns related to farmlands and timberlands for any of the build alternatives.
- **Hazardous Waste and Materials:** As discussed in Section 3.12 of this Draft EIR/EIS, operation and maintenance of the facilities proposed as part of Alternatives 5A and 6A/B/C would not introduce new sources of hazardous waste and materials, but would continue existing exposure to the transport of hazardous waste and materials associated with vehicles currently utilizing the I-710 Corridor. The build alternatives will improve safety for vehicles transporting hazardous materials. Routine maintenance activities would be required to follow applicable regulations with respect to handling and disposal of potentially hazardous materials. The build alternatives will have a beneficial effect by remediating any hazardous waste contamination present on properties that would need to be acquired for the project. No new permanent hazardous waste/materials impacts beyond existing conditions related to hazardous materials are anticipated as a result of the build alternatives; therefore, there would be no adverse cumulative effects related to hazardous waste and materials.

3.25.4 RESOURCES EVALUATED FOR CUMULATIVE IMPACTS

Given the level of effect identified in the technical studies and the analysis throughout this Draft EIR/EIS, potential cumulative effects related to the following resources and environmental topics may result from implementation of the build alternatives. Each of these topics is discussed below. Reasonably foreseeable actions for the Study Area are listed in Table 3.25-1; however, a subset of major projects with a potential for adverse environmental effects, listed in Table 3.25-2, are discussed in the analysis below. For each environmental topic, relevant projects are listed

Table 3.25-2 Anticipated Construction Schedules for Major Future Projects in the I-710 Corridor Study Area

	Anticipated Construction Schedule
I-710 Corridor Project	2020–2027
SR-710 Project	2025-2030
I-5 Corridor Improvement Project (OC line to I-605)	2012 – 5 years
I-5 Widening and HOV Project (I-605 to I-710)	Winter 2019
SR-47 Expressway Project	2015
Pier B Railyard	2012–2016 No impact
Washington Blvd Improvement Project	2012 Temporary air quality, noise, traffic, and community impacts
High Speed Rail	Operation by 2030
SCIG Project	2013–2015 Temporary noise, air quality, water quality, and community impacts
Middle Harbor Redevelopment Project	Construction underway – expected to last 9 years Temporary air quality, noise, biological, traffic
Gerald Desmond Bridge Project	2012–2015 Temporary community, utility, traffic, visual, air quality, and noise impacts
Pier A East and West Expansion Project	Unknown
Pier S Marine Terminal	2013–2014 Temporary noise, vibration, water quality, air quality, effects on EFH and marine habitat, and traffic impacts.
ICTF	Temporary noise, traffic, water quality, and air quality impacts
Los Angeles River Master Plan	Late 2013 Temporary water quality, hydrology, geology, air quality, biology, noise, traffic, environmental Justice (noise and air quality), visual and hazardous waste impacts
River Link Plan	Unknown start of construction date Temporary water quality, traffic, community utilities, visual, hazardous waste, and noise impacts

along with the project identification number shown on Figure 3.25-1. The source documents for the environmental impact information for these major projects are provided in Table 3.25-1. For each environmental topic listed below, the RSA is described.

3.25.4.1 LAND USE

The information in this section is based on Sections 3.1 and 3.24.3.1 of this Draft EIR/EIS and the *Community Impact Assessment* (March 2012) prepared for the project.

RESOURCE STUDY AREA. The Study Area includes the portion of I-710 from Ocean Blvd. in Long Beach to SR-60, a distance of approximately 18 miles. At the freeway-to-freeway interchanges, the study area extends one mile east and west of I-710 for the I-405, SR-91, I-105, and Interstate 5 (I-5) interchanges. The I-710 Corridor Project also includes the major north-south arterials from Wilmington Ave. to the west to Lakewood Blvd. to the east. For the purpose of this analysis, the RSA for land use is the Study Area, which includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County.

HEALTH AND HISTORICAL CONTEXT. The Study Area is located in a largely urbanized area. Within the Study Area, the I-710 mainline serves as the principal transportation connection for goods movement between POLA and POLB, located at the southern terminus of the freeway, and the Burlington Northern Santa Fe (BNSF)/Union Pacific (UP) Railroad rail yards in the cities of Commerce and Vernon. A variety of land uses exist within and adjacent to the RSA, including transportation, residential, commercial, industrial, infrastructure, education, recreation, undeveloped, and water-related land uses. There are hundreds of parks and recreation facilities within the Study Area that are both publicly and privately owned.

PROJECT IMPACTS.

FUTURE AND EXISTING LAND USES. Table 3.25-3 provides the impacts to particular land use designations by each build alternative within the Study Area. Alternatives 6A/B/C would directly impact more area than Alternative 5A. Because I-710 has been considered in local General Plans since its construction as a freeway in the 1950s, the build alternatives are generally compatible with adjacent land uses.

CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS. With regard to overall General Plan consistency, adoption of a build alternative would require several cities to amend their General Plan Land Use and Circulation Elements to reflect modifications to arterials,

Table 3.25-3 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	29.20	41.48	1,153.17	58.06	12.18	1,652.44
	Option 2	38.71	91.82	238.01	29.20	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.

interchange modifications, and elimination of any land uses that may need to be acquired for the I-710 Corridor Project. However, the I-710 Corridor Project is generally consistent with the adopted goals and policies in the General Plans since it addresses the main components found in many of the General Plan policies: community participation, improved air quality, and reduced traffic congestion. The proposed 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 existing facilities. 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.

PARKS AND RECREATION. The build alternatives include modifications to Cesar E. Chavez Park in the city of Long Beach, as well as Parque Dos Rios in the city of South Gate, as part of the project. Additionally, the build alternatives will have direct impacts to the Compton Hunting and Fishing Club and the Rancho Rio Verde Riding Club. These impacts would require partial or full relocation of these privately owned recreation facilities. In addition, indirect impacts may occur to several parks and recreation facilities, including temporary access impacts that may occur during construction and/or visual impacts that may occur with widening and/or construction of the freight corridor component of Alternatives 6A/B/C.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Study Area. Reasonably foreseeable actions that may contribute to a cumulative land use impact include:

- I-5 Widening and High-Occupancy Lane (HOV) Lane Project
- I-5 Corridor Improvement Project
- SR-710 Project
- California High Speed Rail Project

CUMULATIVE IMPACTS.

FUTURE AND EXISTING LAND USES. The build alternatives are generally consistent with existing land uses and the applicable goals and policies in the affected cities' General Plans. As stated in the environmental document for the I-5 Corridor Improvement Project, the Preferred Alternative (Alternative 4B) would be consistent with future and existing land uses. Although environmental documents are not available for the other listed projects, in the case that these projects would have an impact on future and existing land uses, implementation of avoidance, minimization, and/or mitigation measures would be required to comply with

CEQA and/or NEPA. Therefore, the build alternatives would not contribute to cumulative adverse impacts related to land use.

CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS. With regard to overall General Plan consistency, adoption of a build alternative would require several cities to amend their General Plan Land Use and Circulation Elements to reflect modifications to arterials, interchange modifications, and elimination of any land uses that may need to be acquired for the I-710 Corridor Project. Other projects within the RSA for cumulative land use impacts may also require modification of some cities' General Plan Land Use and Circulation Elements. Each city would individually evaluate any General Plan amendment request for a reasonably foreseeable action within its jurisdiction. As stated in Section 3.1, Land Use, with regard to overall General Plan consistency, adoption of a build alternative would require several cities to amend their General Plan Land Use and Circulation Elements to reflect modifications to arterials, interchange modifications, and elimination of any land uses that may need to be acquired for the I-710 Corridor Project. However, the I-710 Corridor Project is generally consistent with the adopted goals and polices in the General Plans since it addresses the main components found in many of the General Plan policies: community participation, improved air quality, and reduced traffic congestion. As stated in the environmental document for the I-5 Corridor Improvement Project, the Preferred Alternative (Alternative 4B) would be consistent with State, regional, and local plans. Although environmental documents are not available for the other listed projects, in the case that these projects would have an impact on State, regional, and/or local plans, implementation of avoidance, minimization, and/or mitigation measures would be required to comply with CEQA and/or NEPA. Therefore, the I-710 Corridor Project would not substantially contribute to a cumulative effect related to consistency with State, regional, and local plans because the project is generally consistent with area General Plan goals and policies, and because each General Plan amendment associated with any of the cumulative impacts would be evaluated by the city with jurisdiction over the proposed change.

PARKS AND RECREATION. The build alternatives would result in modifications to Cesar E. Chavez Park in the city of Long Beach, displacement of Parque Dos Rios in the city of South Gate, relocation of the Compton Hunting and Fishing Club, and partial acquisition of the Rancho Rio Verde Riding Club. None of the cumulative projects identified within the Study Area would impact these facilities. Future parks are planned as part of some of the affected cities' General Plans (e.g., City of Long Beach); therefore, build out of the future land uses in the Study Area would not result in adverse impacts to parks and recreation facilities. As stated in the environmental document for the I-5 Corridor Improvement Project, the Preferred Alternative (Alternative 4B) would not impact any park or recreation facilities. Although environmental documents are not available for the other listed projects, in the case

that these projects would have an impact on park and recreation facilities, implementation of avoidance, minimization, and/or mitigation measures would be required to comply with CEQA and/or NEPA. Further, most of the cumulative transportation projects consist of improvements to existing roadways and freeways, which would limit potential impacts to only those parks and recreation facilities that are immediately adjacent to the existing roadways and freeways.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. As discussed above, the build alternatives would result in direct impacts to Parque Dos Rios, the Rancho Rio Verde Riding Club, and the Compton Hunting and Fishing Club and would require partial and full relocation of these privately owned facilities. See Sections 3.25.4.2 and 3.25.4.6 for measures to reduce these direct effects. The build alternatives would also include the following design enhancements within the Study Area:

- **Cesar E. Chavez Park:** Within the city of Long Beach, Shoreline Dr. consists of separated northbound/southbound 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. This change would improve access to the park, as well as provide for a larger contiguous recreation area.

3.25.4.2 GROWTH

The analysis in this section is based on Sections 3.2, Growth, and 3.24.3.2 of this Draft EIR/EIS and on the *Community Impact Assessment* (March 2012), the *I-710 Railroad Goods Movement Study* (Metro, 2009), and the *I-710 EIR/EIS Initial Feasibility Analysis* (Metro, 2009).

RESOURCE STUDY AREA. The Study Area includes the portion of I-710 from Ocean Blvd. in Long Beach to SR-60, a distance of approximately 18 miles. At the freeway-to-freeway interchanges, the Study Area extends one mile east and west of I-710 for the I-405, SR-91, I-105, and I-5 interchanges. The I-710 Corridor Project also includes the major north-south arterials from Wilmington Ave. to the west, to Lakewood Blvd. to the east. For the purpose of this analysis, the RSA for land use is the Study Area, which includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County.

HEALTH AND HISTORICAL CONTEXT. At the regional level, much of Los Angeles County is built out and urbanized, especially within the Study Area. However, SCAG anticipates population, housing, and employment growth to occur through 2035 within the Gateway Cities Subregion and Los Angeles County overall.¹ At the local level, SCAG anticipates low population, housing, and employment growth for the affected cities generally located in the northern portion of the Study Area (e.g., the cities of Bell, Commerce, and Maywood), with the exceptions of the cities of Cudahy and South Gate. In addition, SCAG anticipates moderate population and housing growth for the affected cities generally located in the southern portion of the Study Area (e.g., the cities of Carson, Long Beach, and Signal Hill).

Within the Study Area, there are several physical constraints to growth in population and housing. Most of the cities are currently built out and have very limited vacant land for new development. Planning efforts by the cities are concentrated on redevelopment and the recycling of existing uses to better utilize available land. In the northern part of the Study Area, the railroad yards and tracks also act as a constraint to growth, providing physical boundaries to new developments and expansion of existing land uses. The Southern California Edison (SCE) and Los Angeles Department of Water and Power (DWP) utility corridors within the Study Area also create a physical boundary to growth. These two major utility corridors are located parallel to the Los Angeles River, in addition to other electric transmission corridors within the city of Long Beach and other affected cities within the Study Area. Other existing public infrastructure, such as the I-405, SR-91, I-110, and I-5, freeways also create physical boundaries that constrain land development or redevelopment within the Study Area.

The Study Area is located within the Gateway Cities Subregion of Los Angeles County. The Gateway Cities Subregion as a whole has experienced population, housing, and employment growth since the early 1900s and is anticipated to continue this growth pattern through 2035 (see Table 3.2-2). In the 20th century, the regional economy transitioned from an agricultural base to a manufacturing/industrial base, with a heavy emphasis on the aerospace and defense industries in the 1950s through the 1970s. As these industries declined in the 1980s, an expansion in global trade, as well as containerization of global freight, resulted in goods movement becoming an important element of the Gateway Cities Subregion's economy. Today, the POLB and POLA, the railroads, and the trucking industry provide goods movement not just within the Study Area, but also for the Gateway Cities Subregion, the SCAG region, and the nation as a whole.²

¹ 2012 RTP/SCS Growth Forecast Appendix, April 2012.

² 2012 RTP/SCS Goods Movement Appendix, April 2012

Los Angeles County's goods movement system serves as a gateway for both international and domestic commerce, especially within the Study Area, where the POLB and POLA, the Burlington Northern Santa Fe (BNSF) Hobart rail yard, and the Union Pacific (UP) Railroad East Los Angeles rail yard, the Intermodal Container Transfer Facility (ICTF), and the Alameda Corridor are located. The Ports, railroads, and interstate and State highways all play a critical role related to goods movement within the Study Area.

PROJECT IMPACTS. The build alternatives would affect accessibility by improving the vehicle, person, and goods movement travel times within the I-710 Corridor to more effectively serve existing and future travel demand. The build alternatives would also improve intersecting local roads (interchange improvements and ramp modifications) along I-710 to more effectively serve existing and projected intra-regional travel demand and to reduce the diversion of regional traffic from the I-710 freeway into the surrounding communities.

Los Angeles County, the Gateway Cities Subregion, and the communities within the Gateway Cities subregion are projected to continue to experience some growth in population and jobs even in the jurisdictions that are relatively constrained by limited land available for development. Growth in the SCAG region is expected to occur with or without the projects included in the RTP, including the I-710 Corridor Project. Improved travel times expected as a result of build alternatives would not be expected to be sufficient to result in the need to modify adopted General Plans to allow for greater levels of development (residential and nonresidential). The I-710 build alternatives are expected to accommodate existing, approved, and planned growth in the area, but are not expected to influence the amount, timing, or location of growth in the area.

A key element of the project purpose of the I-710 Corridor Project is to address projected growth in population, employment, and economic activities related to goods movement. The increase in capacity on I-710 under the build alternatives is not expected to influence demand for growth at the Ports nor would growth of port cargo handling capacity at the Ports substantially increase travel demand on I-710. However, by adding highway system capacity to the goods movement infrastructure in Southern California, all of the build alternatives will have a beneficial effect in accommodating the forecasted growth in the movement of cargo containers via truck within the I-710 Corridor. Alternatives 6A/B/C would have a greater beneficial effect than Alternative 5A by providing dedicated lanes for freight movement within the I-710 Corridor.

REASONABLY FORESEEABLE ACTIONS. Reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which include areas adjacent to the I-710 Corridor Project. Projects with the potential to contribute to cumulative growth-related effects in the RSA include:

- Pier A East and West Expansion Project
- Pier B Railyard
- Gerald Desmond Bridge Project
- Los Angeles River Master Plan
- SR-710 Project
- California High Speed Rail Project

Improving highway system capacity of the I-710 Corridor would be expected to have a positive, though very marginal, influence on demand for port cargo growth and port expansion of terminal facilities.

CUMULATIVE IMPACTS. In addition to the I-710 Corridor Project, the Gerald Desmond Bridge Project, the SR-710 Project, and the California High Speed Rail Project would provide landside highway infrastructure that would help accommodate the existing and future demand for goods movement in southern California. The Pier A East and West Expansion Project and the Pier B Railyard Project would provide marine terminal facilities within POLA and POLB, respectively, to accommodate existing and future demand for goods movement. Although the Los Angeles River Master Plan's programmatic environmental document states that the project has the potential to induce growth by providing a more attractive area to live and work, this impact is anticipated to be low and to be a positive contribution to the area. Therefore, there would be no cumulative adverse growth-related effects in the RSA.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. There are no adverse growth-related effects of the build alternatives; therefore, no avoidance, minimization, and/or mitigation measures are required.

3.25.4.3 COMMUNITY IMPACTS

The information in this section is based on Sections 3.3 and 3.24.3.3 of this Draft EIR/EIS and the *Community Impact Assessment* (March 2012) prepared for the project.

RESOURCE STUDY AREA. For the purpose of this analysis, the RSA for community impacts is the Study Area, which includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County.

HEALTH AND HISTORICAL CONTEXT. The cumulative impacts study area is located in a largely urbanized area. The health of this resource changes as land or infrastructure development results in property acquisitions and relocations. Relocations occur when development, redevelopment, or infrastructure projects are located in areas where residential, commercial, or community facilities currently exist. There are numerous community facilities located within each of the affected cities in the Study Area. Community facilities include schools, libraries, fire stations, police stations, and places of worship, and provide community gathering areas for the public. Relocations may also affect community character and cohesion. Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, a high level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. According to several indicators of community cohesion, the Study Area consists of many cohesive and intact communities within the affected cities.

PROJECT IMPACTS.

COMMUNITY CHARACTER AND COHESION. With the exception of the impact to the Ayers neighborhood in the city of Commerce, the senior center in the city of Compton, and the mobile homes in the city of Bell Gardens, which are discussed below, the build alternatives would not result in adverse impacts to community character and cohesion. The build alternatives have been developed through an extensive community outreach process that involves input from multiple public agencies and stakeholders in order to avoid impacts to the human, physical, and natural environments, including existing and future communities. Due to extensive community outreach, which included advisory committee input on the design plans, the extent of adverse impacts throughout the Study Area have been minimized. This was accomplished through refining the build alternatives as much as possible to address community concerns and maintain community character and cohesion.

Within the city of Commerce, Alternatives 6A/B/C would result in adverse impacts to community character and cohesion as a result of residential relocations in the Ayers neighborhood under Design Option 1. Construction of the loop off-ramp under Alternatives 6A/B/C Design Option 1 would displace the entire Ayers neighborhood. Design Option 2 would also impact community cohesion due to residential relocations in the Ayers neighborhood, but the impact would not be as severe as Design Option 1, as it would require relocation of about one-third of the residences in this neighborhood. Therefore, under Alternatives 6A/B/C Design Options 1 and 2, adverse impacts to community character and cohesion and impacts associated with physically dividing an established community would be potentially unavoidable if either of these options is selected as part of the preferred alternative. (Design Option 3 avoids this impact.)

Community cohesion impacts at a local level would also occur as a result of relocations in Compton under all build alternatives and in Bell Gardens as a result of Alternatives 6A/B/C. In Compton, the recently constructed “Seasons Senior Apartments” located at 15810 Frailey Ave. would be a full acquisition under all build alternatives. In Bell Gardens, three mobile home parks located on Shull St. would require relocation under Alternatives 6A/B/C. Each of these parks is partially impacted by the proposed right-of-way and will require the permanent relocation of several mobile homes/trailers. Mobile home communities are typically very cohesive neighborhoods; thus Alternatives 6A/B/C would have an impact to community cohesion for these mobile home communities.

Therefore, the Alternatives 6A/B/C Design Options 1 and 2 would contribute to cumulative adverse impacts related to community character and cohesion, within Commerce, Bell Gardens, and Compton.

ENVIRONMENTAL JUSTICE. As a result of the build alternatives, some disproportionate adverse impacts to low-income and minority populations are identified related to noise and air quality very near I-710. However, in other areas, no disproportionate adverse effects are found. Areas where mitigation measures may be needed include economic impacts related to tolling under Alternative 6C, air quality, noise, and relocations. Other adverse effects identified throughout this section can be mitigated.

RELOCATION. Within the Study Area, Alternative 5A would result in a total of 115 residential and 88 non-residential relocations. Alternatives 6A/B/C would result in a total of between 183 and 261 residential and between 177 and 198 nonresidential relocations. These acquisitions would result in the relocation of existing residents, businesses, and employees. Within the cities of Commerce, Bell Gardens, and Compton, current market conditions indicate the lack of comparable replacement housing. While adequate comparable replacement housing appears to exist presently in neighboring cities, new replacement dwellings under Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where replacement housing is low. However, there are sufficient relocation properties available within the Study Area to relocate the majority of affected residents and businesses (*Draft Relocation Impact Report*, December 2011), with the exception of those noted above.

COMMUNITY FACILITIES. The build alternatives would result in direct impacts to community facilities in the Study Area, including the Multi-Service Center and the Long Beach Bible Institute, in the city of Long Beach, and Fire Station No. 4 in the city of Vernon. Relocation is required for these community facilities prior to construction of the I-710 Corridor Project. In addition, indirect impacts may occur to several other community facilities, some of which would be temporary access impacts that may occur during construction and/or visual

impacts that may occur with widening and/or construction of the freight corridor in an existing viewshed.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Study Area. Projects with particular relevance to community impacts include all projects that would divide an existing neighborhood or change the character and cohesion of the neighborhood and are as follows:

- State Route 47 (SR-47) Expressway Project
- Middle Harbor Redevelopment Project
- Gerald Desmond Bridge Project
- Southern California International Gateway (SCIG) Project
- Los Angeles River Master Plan
- RiverLink Plan
- I-5 Widening and HOV Lane Project
- I-5 Corridor Improvement Project
- SR-710 Project
- California High Speed Rail Project

CUMULATIVE IMPACTS.

COMMUNITY CHARACTER AND COHESION. With the exception of the impact of Alternatives 6A/B/C Design Options 1 and 2 to the Ayers neighborhood in the city of Commerce, the impacts of all build alternatives to the senior citizens apartment complex in Compton, and the impacts of Alternatives 6A/B/C to three mobile home parks in Bell Gardens, the build alternatives would not result in adverse impacts to community character and cohesion. The I-710 Corridor Project would contribute to cumulative adverse impacts related to community character and cohesion in Commerce, Compton, and Bell Gardens. Additionally, as stated in the environmental document for the I-5 Corridor Improvement Project, the project would disrupt neighborhoods, further separate resident children from schools, and fragment edges of cohesive groups of people, thereby adversely affecting how a community or neighborhood functions. As this project's northern terminus is at the I-5/I-605 interchange

and is not located near the cities of Commerce, Compton, or Bell Gardens, this impact to community character and cohesion is not considered a cumulative impact. Further, the environmental documents available for the SR-47 Expressway Project, the Middle Harbor Redevelopment Project, the Gerald Desmond Bridge Project, and the SCIG Project conclude that these projects will not have impacts on community character and cohesion. Of those projects in which no environmental documents are available (the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project), impacts to community character and cohesion could occur that would contribute to a cumulative impact to the northern portion of the RSA.

ENVIRONMENTAL JUSTICE. As a result of the build alternatives, there would be some disproportionate adverse impacts related to air quality and noise very near I-710, while in other areas, there would be no disproportionate adverse effects. These adverse effects identified have the potential to be mitigated. The I-5 Corridor Improvement Project will result in residential acquisitions that may affect a disproportionately high number of Hispanic and low-income populations in the cities of Norwalk and Downey that may affect a disproportionately high number of persons living in poverty. As this project's northern terminus is at the I-5/I-605 interchange and is not located near the areas in which environmental justice impacts will occur as a result of the I-710 Corridor Project, this impact to environmental justice communities is not considered a cumulative impact. The environmental documents available for the SR-47 Expressway Project, the Middle Harbor Redevelopment Project, and the Gerald Desmond Bridge Project conclude that these projects will not have impacts on environmental justice communities.

The SCIG Project would result in disproportionate effects on minority and low-income populations as a result of significant unavoidable impacts related to aesthetics, cultural resources, and noise. Impacts related to air quality, biology, greenhouse gases, land use, public services, and water resources would be reduced through avoidance, minimization, and/or mitigation measures. This project may result in cumulative impacts in the RSA. Of those projects in which no environmental documents are available (the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project), impacts to environmental justice communities could occur that would contribute to a cumulative impact.

As shown in Table 3.25-3, construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, the Los Angeles River Master Plan, the Middle Harbor Redevelopment Project, the I-5 Widening and HOV Lane Project, and the California High Speed Rail Project are anticipated to overlap and would temporarily affect environmental justice populations. Temporary construction impacts would include disruption

of local traffic patterns and access to residences and businesses, increased traffic congestions, and increased noise, vibration and dust. However, construction activities and operation of the projects would provide direct and indirect jobs, which would benefit local economies that include minority and low-income populations.

Measure C-3 stipulated in Section 3.3, Community Impacts, and avoidance, minimization, and/or mitigation measures in other sections of this Draft EIR/EIS will reduce impacts to affected populations, including environmental justice populations, with the exception of those who are located very near I-710 and experience noise and air quality impacts that cannot be fully mitigated and/or abated.

RELOCATION. Other planned projects such as the SR-47 Expressway Project, the Gerald Desmond Bridge Project, the SCIG Project, and the I-5 Corridor Improvement Project may require property acquisitions and subsequent relocation of both residents and businesses.

- SR-47 Expressway Project – six business acquisitions in the County of Los Angeles near POLA
- Gerald Desmond Bridge Project – 19 business acquisitions mostly owned and administered by POLB
- SCIG Project – POLA tenant relocations
- I-5 Corridor Improvement Project – 108 residential acquisitions (approximately 400 people) and 42 commercial acquisitions located in the cities of Cerritos, Downey, La Mirada, Norwalk, and Santa Fe Springs

Projects in which environmental documents are not available (the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project) could require acquisition and relocation of residential and nonresidential properties. Depending upon the alternative selected for implementation, the SR-710 Project could have these impacts in the cities of Alhambra, South Pasadena, and San Gabriel. Residential and nonresidential acquisitions are anticipated to occur in the City of Commerce and in the community of East Los Angeles as a result of the California High Speed Rail Project and the I-5 Widening and HOV Lane Project. In combination with the I-710 Corridor Project, this will have a cumulative impact in these areas. However, any property acquisitions and subsequent relocations would require compliance with the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and its 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs, adopted by the United States

Department of Transportation on March 2, 1989. Consistency with the Uniform Act and its 1987 Amendments would substantially reduce any cumulative adverse effects related to relocation.

Last Resort Housing may be required for relocation of residents in the cities of Commerce, Compton, and Bell Gardens for the I-710 Corridor Project. Therefore, the I-710 build alternatives may contribute to adverse cumulative impacts related to the relocation of displaced residents and businesses within the RSA.

COMMUNITY FACILITIES. The build alternatives would require relocation of several community facilities, including the Multi-Service Center and the Long Beach Bible Institute in the city of Long Beach, and Fire Station No. 4 in the city of Vernon. Relocation is required prior to construction; however, as discussed in the DRIR for the I-710 Corridor Project, sufficient relocation properties are currently available within the Study Area. Therefore, the build alternatives would not contribute to cumulative adverse impacts related to community facilities. Relocation of community facilities would also occur as a result of the I-5 Corridor Improvement Project. As with the I-710 Corridor Project, sufficient relocation properties are available within the Study Area for this project. Therefore, the I-5 Corridor Improvement Project would not contribute to cumulative adverse impacts related to community facilities. Although environmental documents are not available for the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project, acquisition and relocation of community facilities could occur. The relocations will be mitigated according to the Uniform Act and will, therefore, not result in an adverse impact.

The SR-47 Expressway Project, the Middle Harbor Redevelopment Project, the Gerald Desmond Bridge Project, the SCIG Project, the Los Angeles River Master Plan, and the RiverLink Plan would not require relocation of any community facilities.

There will be no cumulative impacts to community facilities in the RSA.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. The build alternatives would require acquisition of residential and nonresidential parcels, and relocation would be required prior to construction. Measures are provided in Section 3.3 of this Draft EIR/EIS to mitigate and/or minimize these effects. In addition, the build alternatives require acquisition of several community facilities in the Study Area, including the Multi-Service Center and the Long Beach Bible Institute in the city of Long Beach, and Fire Station No. 4 in the city of Vernon. Relocation is also required for both of these community facilities prior to construction. Cumulative projects with similar relocation impacts would also be required to comply with the Uniform Act (Public Law 91-646, 84 Stat. 1894).

3.25.4.4 UTILITY/EMERGENCY SERVICES

The information in this section is based on Sections 3.4 and 3.24.3.4 of this Draft EIR/EIS, the *Community Impact Assessment* (March 2012), and the *Utility Impacts Report* (November 2011).

RESOURCE STUDY AREA. The direct physical impacts of the build alternatives related to emergency services and utilities would be largely limited to the proposed right-of-way and the areas adjacent to the proposed improvements. The specific locations of public services and utilities were identified based on information provided by the respective providers. As a result, the discussion of the affected environment focuses on utilities within the right-of-way or close enough to the right-of-way to be impacted by the build alternatives. Services such as fire and police protection are, however, generally provided to fairly large geographic areas (a city or service area, for example), and for this reason the cumulative RSA for emergency services would correspond to the geographic area serviced by the given service provider. Emergency service providers in the Study Area include the Los Angeles County Fire Department, the City of Compton Fire Department, the City of Downey Fire Department, the City of Los Angeles Fire Department, the City of Vernon Fire Department, the Los Angeles County Sheriff's Department, the City of Bell Gardens Police Department, the City of Bell Police Department, the City of Los Angeles Police Department, the City of Maywood-Cudahy Police Department, the City of Downey Police Department, the City of Huntington Park Police Department, the City of Long Beach Police Department, the City of Signal Hill Police Department, the City of South Gate Police Department, and the City of Vernon Police Department. In addition, 40 different utility owners were identified that operate facilities within the Study Area. Two high-voltage electrical transmission corridors owned by DWP and SCE would be affected by the build alternatives.

HEALTH AND HISTORICAL CONTEXT. The Study Area is located in the largest population concentration on the Pacific Coast. Large-scale urban growth has and will continue to put pressure on emergency services and require prudent land use, hazard abatement, and risk management programs. Intensification of land uses throughout an urban area also requires a coordinated emergency response network like the one that exists throughout Los Angeles County.

Regional utility facilities critical to national and regional interests are located throughout the Study Area. These regional facilities are proprietary in nature and are regulated under State and Federal jurisdictions. Those identified within the Study Area include power transmission systems, petroleum transmission pipelines, gas transmission pipelines, water aqueducts, sewer interceptor trunk lines, and telecommunication systems. Historically, utility corridors have been engineered for the purpose of accommodating sewer, water, and other utility lines and providing access for their maintenance.

PROJECT IMPACTS.

EMERGENCY SERVICES. The build alternatives would have both beneficial and adverse effects on the agencies that provide fire protection and law enforcement within the Study Area. Beneficial effects would include improved emergency response times, as the ability to move fire protection, law enforcement, and emergency service resources from one area to another would be enhanced by the improved transportation network. However, the build alternatives also have the potential to result in a direct adverse impact to Vernon Fire Station No.4, located along Bandini Blvd., where additional right-of-way requirements would require acquisition of the fire station. In addition, closure of the I-710/Washington Blvd. local interchange (Alternatives 6A/B/C, Option 3 only), removal of the ramp at the I-710/Pacific Pl. interchange connecting Pacific Pl. to I-710, and removal of the ramps at the I-710/Wardlow Rd. interchange would reduce access options and would nominally increase response times on emergency calls (to residents and workers within these service areas) that would otherwise have used these ramps as part of their response route.

UTILITIES. There will be long-term adverse impacts with the construction of all four build alternatives for the I-710 Corridor Project. As shown in Table 3.25-4, Alternatives 6A/B/C will create the most substantial impacts related to utility relocations, requiring over 630 utility relocations, while Alternative 5A would require 566 relocations.

Table 3.25-4 I-710 Corridor Project Utility Relocations by Alternative

Utility	Alternative 5A	Alternatives 6A/B/C		
		Option 1	Option 2	Option 3
Cable Television	6	6	6	6
Gas	68	74	77	77
Oil	181	226	226	226
Power	83	93	95	92
Sewer	57	62	63	64
Telephone	96	92	89	92
Water	75	77	81	79
Total	566	630	637	636

Source: *Utility Impact Report*, November 2011.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in areas where there could be additional impacts to the utilities and emergency services impacted by the build alternatives. Projects with particular relevance to utilities and emergency services include:

- SR-47 Expressway Project – relocation of approximately 25 electrical lines, 6 natural gas lines, 3 sets of phone lines, 6 water line segments, and 7 wastewater line segments
- Gerald Desmond Bridge Project – relocation of SCE high-voltage transmission towers and lines that cross the Cerritos Channel between Piers S and A; construction of new SCE towers adjacent to the existing towers on Piers S and A; relocation of NRG Energy Inc., utilities; relocation of several gas, water, sewer and telephone lines; replacement of storm drain facilities; relocation or protection of approximately 23 oil wells and several oil lines
- Pier S Marine Terminal Project – relocation of oil facilities and utilities (completed in 2001); provision of water, sewer, storm drain, electrical (above and below ground distribution, as well as substations), telecommunications and security, and natural gas
- Middle Harbor Redevelopment Project – construction of new underground utility mains and lines; relocation of water distribution system; replacement or extension of sewer lines; removal and replacement of storm drain system; relocation of oil lines; construction of new gas lines; construction of a new 66/12-kilovolt (kV) (Pier E substation) on site; possible construction by SCE of up to 6.5 circuit miles of new subtransmission conductor that would carry 66 kV from the SCE Hinson Substation
- ICTF – modification of existing storm drain system; construction of new drinking water lines, fire suppression utilities (pipes, valves, hydrants, etc.), and sewer lines that will link to existing infrastructure; removal of over 60 mounted light poles and installation of approximately 60 poles
- SCIG Project – removal and relocation of fire hydrants, water supply trunk and distribution pipelines; modification of existing water supply line network; modification of off-site sewer lines; reconfiguration of existing storm drain system; relocation of above-ground DWP and SCE electric power lines
- I-5 Widening and HOV Lane Project – relocation of several public and private utilities
- SR-710 Project – high likelihood for relocation of water, gas, and electric utilities
- California High Speed Rail Project - high likelihood for relocation of water, gas, and electric utilities

These projects would include measures to avoid, minimize, or mitigate impacts to utilities.

CUMULATIVE IMPACTS. Indirect impacts as a result of the utility relocations for the I-710 Corridor Project and the cumulative projects listed above would include traffic disruption during construction, the need for construction staging areas and temporary construction easements, the reconstruction of city streets from trenching, and the presence of construction equipment and dump trucks during construction. Construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, and the Middle Harbor Redevelopment Project are anticipated to overlap and would temporarily affect water and power services. Temporary construction impacts would include minimal interruptions in service. For the I-710 Corridor Project, these impacts would be minimized with the implementation of the transportation management plan discussed in Measure CON-11 in Section 3.24.4.5. Similar minimization measures are included in the environmental documents for the SR-47 Expressway Project, the Gerald Desmond Bridge Project, the Pier S Marine Terminal Project, the Middle Harbor Redevelopment Project, the ICTF, and the SCIG Project. For those projects where environmental documents are not available (the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project), similar measures will be implemented to comply with CEQA and/or NEPA. Therefore, the cumulative impacts to utilities would be reduced.

Additional indirect impacts from the I-710 Corridor Project as a result of relocations would be related to undergrounding utilities. By undergrounding utilities, there would be a potential to encounter hazardous waste during excavation, subsurface cultural and paleontological resources, the need for dewatering, additional storm water considerations, and the relocation of existing utilities, such as storm drains, sewers or other underground facilities. These indirect impacts would be minimized with the implementation of avoidance, minimization, and mitigation measures described in Sections 3.24.4.7 and 3.24.4.9, and the measures provided later in Section 3.25.3, Avoidance, Minimization, and Mitigation Measures.

For the cumulative projects listed above, utility relocations would occur prior to highway construction; therefore, no temporary impacts to utilities would occur during construction. For utilities that will be protected in place, standard construction measures, such as contacting Underground Service Alert (USA), will be used to avoid impacting utilities and utility service disruptions.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. The build alternatives would result in an adverse impact to Fire Station No. 4 in the city of Vernon, as well as temporary impacts to fire, law enforcement, and emergency service response times as a result of construction. Measures U&ES-1, CON-8, and CON-11 would reduce these impacts to ensure minimal interruption in emergency services. Utilities impacted as a result of the build alternatives would be relocated in accordance with specific Utility Relocation Plans described in Measure U&ES-2 in Section 3.4.3.

Similar minimization and mitigation measures are included in the environmental documents for the SR-47 Expressway Project, the Gerald Desmond Bridge Project, the Pier S Marine Terminal Project, the Middle Harbor Redevelopment Project, the ICTF, and the SCIG Project. For those projects where environmental documents are not available (the I-5 Widening and HOV Lane Project, the SR-710 Project, and the California High Speed Rail Project), similar measures will be implemented to comply with CEQA and/or NEPA.

3.25.4.5 TRAFFIC AND TRANSPORTATION

The analysis in this section is based on Sections 3.5 and 3.24.3.5 of this Draft EIR/EIS and the Freeway Traffic Operations Analysis Report (December 2011), Intersection Operations Analysis Report (February 2012), and the I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology (URS and Cambridge Systematics 2010).

RESOURCE STUDY AREA. The Study Area for the I-710 Corridor Project encompasses 16 cities and unincorporated areas in Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro, within or adjacent to the freeway corridor. It extends one mile east and west of I-710 and includes freeway-to-freeway interchanges at I-405, SR-91, I-105, and I-5. Additionally, the RSA for transportation concerns includes intersections and roadway segments of key north-south and east-west arterials from Wilmington Ave. in the west to Lakewood Blvd. in the east.

HEALTH AND HISTORICAL CONTEXT. The I-710 Corridor is the principal transportation connection between East Los Angeles and POLA/POLB. It plays a vital role in the regional, statewide, and national transportation system, serving both people and goods movement needs. The POLA/POLB complex is the fifth largest container port in the world, and projections show a substantial increase in the volume of port activity within the Study Area over the next 25 years.¹ As a result of port activity levels, a high volume of heavy-duty truck traffic uses the I-710 mainline, which was built prior to the containerization of ocean-going freight. In conjunction with the large growth in population and employment along the corridor, these heavy-duty truck volumes have strained the facility's capacity, rendering it unable to accommodate current or future traffic demands. The congestion problem is compounded by the freeway's outdated design and the potential for accidents created by the co-mingling of heavy-duty trucks and cars.

PROJECT IMPACTS. The I-710 mainline currently experiences severe northbound congestion in the a.m. peak period and severe southbound congestion in the p.m. peak period, with many freeway mainline segments, ramps, and nearby intersections operating at level of service (LOS) E or F in the peak periods. The results of the freeway-based analysis show that without the

¹ 2012 RTP/SCS Goods Movement Appendix, April 2012.

proposed project-related improvements, the I-710 Corridor will experience worsening traffic conditions in the future 2035 no build scenario. In general the build alternatives would have a beneficial effect by improving mobility on the I-710 mainline and improving the LOS for intersections impacted by the project. However, the LOS at the following 4 intersections will remain at LOS E or F in the post-project condition: Pico Ave./9th St., Pacific Coast Hwy./Atlantic Ave., I-710 northbound ramps/Long Beach Blvd., and Wilmington Ave./223rd St.

REASONABLY FORESEEABLE ACTIONS. The analysis of future traffic conditions is based on a cumulative traffic model system. The traffic model system used in the analysis for the proposed project is based on the 2008 SCAG RTP model and includes detailed port cargo forecasts within the Port's subarea. Because the analysis is based on a cumulative traffic model that includes planned land uses and transportation improvement projects, individual projects listed in 3.25-1 are accounted for in the model. Projects of particular interest are:

- I-5
- SR-47 Expressway Project – diversion of POLA and POLB trucks from State Route 103 (SR-103); operates at a satisfactory LOS
- Middle Harbor Redevelopment Project – adverse impacts to I-710, I-405, and SR-91 until which time Caltrans makes improvements to these facilities
- California High Speed Rail Project – anticipated improvements to regional circulation
- SR-710 Project – anticipated improvements to local and regional circulation

CUMULATIVE IMPACTS. Implementation of any of the cumulative projects has the potential to result in short-term effects to neighborhood circulation and access as a result of construction activities. These activities include grading and excavation, road detouring, and utility construction/relocation. Specifically, the south end of the Study Area near POLA and POLB may experience these short-term impacts due to the potential concurrent construction of the SR-47 Expressway Project and the Middle Harbor Redevelopment Project. The same short-term impacts have the potential to occur in the northern portion of the Study Area (the cities of Commerce and Vernon, and the community of East Los Angeles) as the California High Speed Rail Project and the I-5 Widening and HOV Project may be under construction at the same time as the I-710 Corridor Project. Therefore, the north end of the Study Area around the I-710/Washington Blvd. interchange may also experience a temporary cumulative impact related to neighborhood circulation. With the exception of the California High Speed Rail Project and the SR-710 Project, permanent neighborhood circulation disruption would not occur as a result of the cumulative projects since the development is generally consistent with the future land use

plans of the local jurisdictions. Site-specific effects related to circulation and access has been or will be addressed through the local project review, and appropriate minimization and/or mitigation measures have been or will be identified in order to comply with CEQA and/or NEPA.

The analysis of future traffic conditions in the 2035 design year is a cumulative analysis in that it considers traffic generated by future planned land uses and the effect of future planned transportation improvements. Therefore, the cumulative project effects would be similar to the project effects discussed above as they were already assumed in the traffic model used to predict future Study Area traffic volumes and travel patterns. Because the LOS at the 4 intersections discussed above under Project Impacts will remain at LOS E or F in the post project condition, the build alternatives would contribute to adverse cumulative impacts related to traffic at these locations within the RSA.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Implementation of the I-710 Corridor Project is forecast to result in adverse impacts to 21 intersections in the Study Area. No feasible mitigation measures were identified at four intersections: Pico/9th St., Pacific Coast Hwy/Atlantic Ave., I-710 northbound ramps/Long Beach Blvd., and Wilmington Ave./223rd St.). The LOS and average intersection delay for the remaining impacted study intersections will improve back to the projected Alternative 1 operating conditions or better with implementation of the recommended mitigation measures. To mitigate the impact of the project on these intersections, Mitigation Measure TR-1 will be implemented by Caltrans in coordination with the affected local jurisdictions before completion of construction of the I-710 mainline improvements.

During construction, the I-710 Corridor Project would result in temporary impacts to traffic circulation due to traffic diversions resulting from temporary closures to local roadways, sidewalks and bikeways, and freeway lanes and ramps. A Traffic Management Plan (TMP) (Measure CON-11) will be implemented for the I-710 Corridor Project in order to construct the project in a cost-efficient and timely manner with minimal interference to the traveling public. The TMP will also address changes in pedestrian and bicycle circulation and provide measures to minimize the adverse effects of construction activities on pedestrian and bicycle travel within the Study Area. The TMP will be coordinated with TMPs for other projects in the Study Area to ensure that any detours or road closures for the I-710 Corridor Project do not conflict with detours and road closures for other projects.

3.25.4.6 VISUAL/AESTHETICS

The analysis in this section is based on Sections 3.6 and 3.24.3.6 of this Draft EIR/EIS and the *Visual Impact Assessment* (December 2011) prepared for the project.

RESOURCE STUDY AREA. The regional landscape establishes the general visual environment of the I-710 Corridor Project. The specific visual environment upon which the *Visual Impact Assessment* was based was determined by defining landscape units and the project viewshed. Landscape units within the Study Area include Residential, the Ports, Recreation, Education, Industrial, Commercial, Retail, Cemetery, Utility, and Freeway units. The I-710 Corridor Project is located south of the Verdugo Mountains, west of the Los Angeles Basin, east of the San Gabriel Mountains, and southeast of the Santa Ana Mountains. For the purpose of this analysis, the RSA for visual resources and aesthetics is the Study Area, which includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County, including to the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro.

HEALTH AND HISTORICAL CONTEXT. As stated above, landscape units within the Study Area include Residential, the Ports, Recreation, Education, Industrial, Commercial, Retail, Cemetery, and Freeway units. Based on the analysis completed for the I-710 Corridor Project Visual Impact Assessment, the overall visual quality of the Residential, the Ports, Retail, and Freeway landscape units is moderately low. The overall visual quality of the Recreation and Cemetery landscape units is moderate. The overall visual quality of the Education, Commercial, Utility, and Industrial landscape units is low. There are no State or locally designated scenic roads within the I-710 Corridor Project's viewshed¹. Local policies relevant to the proposed project are found in the General Plans of cities within the Study Area. For example, the City of Carson has adopted the beautification of views along its roads as one of its objectives and the City of Lynwood has adopted policies requiring that "new construction and renovations of existing structures achieve a high level of architectural and site design quality" and that street median landscape standards be developed to enhance the streetscape. In addition, the City of Long Beach is working with the California Coastal Conservancy and others to rehabilitate wetland acreage in areas along the Los Angeles River, which parallels the I-710 Corridor.

PROJECT IMPACTS. There will be long-term adverse visual impacts with the construction of all of the build alternatives. Alternatives 6A/B/C would create the most substantial effects. Portions of the I-710 Corridor Project with the elevated freight corridor, in sections of the cities of Long Beach and South Gate, would have the most substantial negative visual impacts due to the close proximity of the elevated freight corridor to residences.

In addition to the structural or physical changes that the I-710 Corridor Project will create, viewers along the Study Area will experience increased night lighting in the areas of the

¹ http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

elevated freight corridor where light fixtures will be relocated closer to residences. During hours when the sun is low on the horizon and during the winter solar declination, the elevated freight corridor would create some shade and/or shadows along the neighborhoods west of the I-710 Corridor Project from Pacific Coast Hwy. to SR-91, as well as the residents in Thunderbird Villas Mobile Home Park in the city of South Gate closest to the west side of the I-710 mainline.

Aesthetic design and enhancement was identified as a community priority of the I-710 Corridor Project. Various urban design and aesthetic treatment concepts for community enhancement for the I-710 Corridor have been developed. These concepts are included in the *Urban Design and Aesthetics Toolbox Report* and will be used to assist the team in determining elements that should be addressed. The design elements provide a wide range of innovative ideas that could be applied within the overall footprint of the proposed I-710 Corridor improvements, which includes not only the freeway right-of-way, but also adjacent communities and cities, and the Los Angeles River.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Los Angeles River Basin. Projects with particular relevance to visual resources and aesthetics include:

- Gerald Desmond Bridge Project (a new cable-stayed bridge with 200 feet of vertical clearance)
- SR-47 improvements and a new viaduct from Ocean Ave. to I-405
- ICTF – light and glare impacts
- Los Angeles River Master Plan – beneficial visual impact
- I-5 Corridor Improvement Project – elevated highway structures
- California High Speed Rail Project – elevated rail structures

CUMULATIVE IMPACTS. The many physical changes resulting from the I-710 Corridor Project would create adverse visual impacts due to the number of new structures at grade and above grade, including new interchanges, a new bridge, an elevated freight corridor, and several bridge modifications.

There is a concern that the visual impacts of the I-710 Corridor Project, when combined with other major projects, would create an adverse visual change in the I-710 Corridor. For example, the Gerald Desmond Bridge replacement would be the most visible project in proximity to the

I-710 Corridor Project at the south end of the Study Area. It is anticipated to be over 200 feet in height and completed by 2016. However, the EIR/Environmental Assessment (EA) for the project concludes that the visual impact on the area will be beneficial due to the modern design of the new facility. Additional visual impacts may occur in the south end of the Study Area from the SR-47 Project that will include a new bridge, flyover, and/or expressway. Lastly, the expanded ICTF facility in the south end of the Study Area would add potential light and glare impacts and also views of tall cranes and other port cargo-related equipment.

Although aesthetics in the north end of the Study Area are not adversely impacted by the I-710 Corridor Project, the California High Speed Rail Project and the I-5 Corridor Improvement Project would create an adverse visual change in the I-710 Corridor. Both of these projects would add elevated structure elements.

Beneficial visual impacts may occur in the Study Area due to the Gerald Desmond Bridge Project (described above), the Los Angeles River Master Plan and the City of Long Beach RiverLink Plan, as they would add landscaping and open space recreational opportunities throughout the Study Area adjacent to the Los Angeles River. These effects, when combined with the avoidance, minimization, mitigation, and/or enhancement measures for other projects in the area will lessen the adverse cumulative impacts in the Study Area.

Construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, and the Middle Harbor Redevelopment Project are anticipated to overlap and would temporarily affect the visual quality in the south end of the Study Area.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. As discussed in Section 3.6 of this Draft EIR/EIS, a comprehensive I-710 Corridor community design enhancement program will be designed and implemented with the concurrence of the Caltrans District Landscape Architect. Additionally, measures such as visually pleasing surface color and texture treatments, as well as landscaping, have been committed to in the environmental documents for the projects listed above. Similar measures would be required to minimize or avoid impacts of cumulative projects on visual resources and aesthetics.

3.25.4.7 CULTURAL RESOURCES

The analysis in this section is based on Sections 3.7 and 3.24.3.7 of this Draft EIR/EIS and the *Historic Property Survey Report*, *Historic Resources Evaluation Report*, and *Archaeological Survey Report*, prepared for the project.

RESOURCE STUDY AREA. The APE for the I-710 Corridor Project encompasses 2,532 acres, the majority of which is developed with built environment and has been disturbed by the

construction of I-710, other roads, railroads, other infrastructure, and residential, commercial, and industrial properties; river channelization; hydrologic events; and agriculture. The APE includes the limits of the proposed construction and staging areas for all alternatives and arterial intersections, as well as adjacent properties that may be subject to indirect effects (HPSR Attachment A, Map 3). For the purposes of cumulative impacts analysis, the RSA would correspond to the APE for the I-710 Corridor Project.

HEALTH AND HISTORICAL CONTEXT. Today, the I-710 Corridor encompasses a large area that passes through urban settings consisting of residential, industrial warehouse, and commercial business uses. In the 16th to 19th centuries, the Study Area was occupied by an Uto-Aztecan-speaking Native American group known as the Gabrielino. Spanish colonization in the late 1800s eventually resulted in the destruction of native culture and society. The Long Beach Freeway was constructed in stages between 1952 and 1965, although the idea for a highway heading south from Los Angeles and roughly following the contours of the Los Angeles River and existing railroad routes was considered by the County as early as 1911.

No archaeological resources requiring evaluation were identified through archival research, consultation, or the field survey. There are five historic properties within the APE for the I-710 Corridor Project: a railroad segment of the UP Railroad (Resource Number 19-186110); another railroad segment of the UP Railroad (Resource Number 19-186112); Dale's Donuts, located at 4502 East Alondra Blvd. in Compton; Boulder Dam-Los Angeles 287.5 kV Transmission Line; and Civic Center Community Center Building and tile mosaic.

The UP (formerly Southern Pacific) Railroad Segment (Resource No. 19-186110) will be impacted by the build alternatives. However, this segment of the rail line has already been altered and does not contribute to the significance of the UP Railroad. Further, this minor realignment would not impact the overall significance of the UP Railroad. Therefore, the build alternatives would not cause an adverse effect on the historic rail line because the rail line would continue to be eligible for the National Register. Therefore, the build alternatives would result in a finding of No Adverse Effect per 36 CFR 800.5.

Dale's Donuts would only be minimally affected by the arterial intersection improvements at the Atlantic Ave./Alondra Blvd. intersection under the build alternatives. The build alternatives would remove a small section of parking area and sidewalk only and would not physically touch the building. Therefore, the Programmatic Architectural features that qualify this resource for the National Register will not be affected. Therefore, the build alternatives would result in a finding of No Adverse Effect per 36 CFR 800.5.

The Boulder Dam-Los Angeles 287.5 kV Transmission Line will be impacted by Alternatives 6A/B/C in that the towers on either side of the I-710 will be heightened by 55 feet to make room

for construction of the freight corridor. However, the integrity of the Transmission Line would not be reduced to the degree that it would no longer be eligible for the National Register. Therefore, these alternatives would result in a finding of No Adverse Effect per 36 CFR 800.5.

The Civic Center Community Center Building is not a historic property for the purposes of Section 106. Therefore, this alternative would result in a No Historic Properties Affected. However, this resource has been identified as a Local Landmark, and therefore, as a historical resource for the purposes of CEQA (see Chapter 4, CEQA Evaluation, for discussion of this resource under CEQA). This alternative would not result in any alteration to the resource. Therefore, this alternative would not cause a substantial adverse change on this resource.

REASONABLY FORESEEABLE ACTIONS. Reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which include areas adjacent to the APE for the I-710 Corridor Project. Projects with particular relevance to cultural resources and aesthetics include:

- State Route 47 – demolition of historic Schuyler Heim bridge
- Middle Harbor Redevelopment Project – adverse impact to two historic smoke houses/offices
- SCIG Project – demolition of historic Sepulveda Blvd. Railroad Bridge
- Los Angeles River Master Plan – potential acquisition or modification of adjacent historic properties
- RiverLink Plan – potential relocation of one historic building
- California High Speed Rail Project – potential indirect visual, noise, and vibration impacts to historic architectural resources

CUMULATIVE IMPACTS. As described above under Project Impacts, Dale's Donuts, UP Railroad Segment (Resources No. 19-186110), the Boulder Dam-Los Angeles 287.5 kV Transmission Line, and the Civic Center Community Center Building will be minimally impacted by the build alternatives, but not adversely affected, resulting in a finding of No Adverse Effect per 36 CFR 800.5.

All future transportation and development projects in the Study Area would be required to comply with CEQA and Federally funded projects would be required to comply with the requirements of the National Historic Preservation Act of 1966, as amended, and the Section

106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), the State Historic Preservation Officer (SHPO), and Caltrans.

Therefore, based on the above, no cumulative impacts are anticipated to occur as a result of the I-710 Corridor Project.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Avoidance, minimization, and mitigation measures for cultural resources impacted by the I-710 Corridor Project are presented in Section 3.24.4.7 of this Draft EIR/EIS. Similar measures, including the halting of construction activities if archaeological material or human remains are found, would be required for any of the reasonably foreseeable actions that would also impact cultural resources. Additional measures such as the removal and relocation of historic architectural resources, placement of informative plaques on places of historic interest, and storage of artifacts in local museums are proposed in the environmental documents for the cumulative projects listed above under Section 3.25.4.7.

3.25.4.8 HYDROLOGY AND FLOODPLAINS

The analysis in this section is based on Sections 3.8 and 3.24.3.8 of this Draft EIR/EIS and on the *Los Angeles River Impact Report* (December 2011), the *Jurisdictional Delineation Report* (May 2012), the *Preliminary Hydrology Report* (November 2011) and the *Water Quality and Stormwater Runoff Study* (January 2012) for the I-710 Corridor Project.

RESOURCE STUDY AREA. The I-710 Corridor contains a complex series of interconnected drainage systems that handle flows from both on-site and off-site drainage areas and flow into the Los Angeles River, Compton Creek, Rio Hondo Channel, and Dominguez Channel. Therefore, the Study Area for this resource is beyond the Study Area of the I-710 Corridor Project and includes the entire Los Angeles River Watershed and the Dominguez Channel/Los Angeles Harbor watershed.

HEALTH AND HISTORICAL CONTEXT. Historically, the Los Angeles River provided an easily accessible supply of irrigation water for early human populations in the area that today is the city of Los Angeles. The river and its tributaries supported native peoples for centuries before the arrival of the first Europeans. Within 100 years after the founding of the Pueblo Los Angeles, the population and its use of water had outgrown the flows in the river. Eventually the river's natural flooding patterns became too much of a threat to the developing land uses and the river was viewed as something that had to be controlled in order for the city of Los Angeles to continue to grow. In the early 1900s development began to encroach into more flood-prone areas. Development resulted in impervious areas, such as parking lots, roads and buildings, which resulted in increased runoff. There were two major floods in the 1930s that resulted in loss of life and a great deal of property damage. In response to the explosive population growth and

pressure for more development, flood protection was demanded by the public. In response, the USACE and the County of Los Angeles constructed numerous flood control basins, channels, and other flood control facilities. In the 1950s and 1960s, the Federal government straightened, deepened, and reinforced the river with concrete. The concrete structures prevented loss of life and property damage, but had a negative impact on the aesthetics of the river.

The USACE operates and maintains five major flood control reservoirs with the Los Angeles River system. The Los Angeles County Department of Public Works operates and maintains 15 dams, about 143 sediment entrapment basins and 29 spreading grounds. The County Flood Control, Caltrans, cities, and homeowner associations maintain numerous storm drains and pump stations through the Los Angeles River basin.

In recent years, various community and governmental groups have been working together to revitalize the Los Angeles River through cooperative planning efforts such as the Los Angeles River Master Plan and the Los Angeles River Revitalization Master Plan.

PROJECT IMPACTS. Transverse (i.e., perpendicular to the direction of flow) encroachments would occur at 22 Los Angeles River locations, one Compton Creek, and one Rio Hondo channel location under Alternative 5A. For Alternative 5A, there would be no longitudinal (i.e., parallel to the direction of flow) encroachments in the Los Angeles River. A total of 26 acres of property acquisition and/or easements would be required from flood control areas.

Alternatives 6A/B/C would result in greater permanent impacts to the 100-year floodplain compared to Alternative 5A because more improvements within the 100-year floodplain are proposed due to the freight corridor feature. Transverse encroachments would occur at 28 Los Angeles River locations, four Compton Creek locations, and one Rio Hondo location under Alternatives 6A/B/C. A total of 53 acres of property acquisition and/or easements would be required from flood control areas.

In the Alternatives 6A/B/C improvements, the existing basin and levees will be impacted by the proposed freight corridor alignment, retaining walls, and slopes, which are below the Los Angeles River levee grade in the vicinity of the basin. The increase in on-site storm water runoff contributing to the Dominguez Basin associated with the proposed improvements is inconsequential in comparison to the amount of storm water runoff from off-site tributary watersheds and transfer flows from the basins located on the east side of the Los Angeles River.

Alternatives 6A/B/C would require relocation of the Dominguez Gap Basin. As discussed in Section 3.9, Water Quality and Stormwater Runoff, several parcels have been identified adjacent to I-710 and the Los Angeles River for relocation of the Dominguez Gap Basin. The

replacement basins for both the I-105 and Dominguez Gap Basin will provide equal or greater capacity than the basins impacted by the freight corridor.

Alternatives 6A/B/C would require relocation of the DWP towers to within the Los Angeles River channel. However, the water surface elevation and capacity of the Los Angeles River during a 100-year storm event would be comparable to the existing condition. Because the new piers would mimic the existing pier configurations upstream and downstream, there would be no substantial effects to the water surface elevation, velocity of flood flows, sedimentation, or scour in the vicinity of the new piers. Because there are no substantial effects at the location of the modification, there are no substantial effects to downstream locations. Final design of channel modifications and associated hydraulic analysis would require USACE approval.

REASONABLY FORESEEABLE ACTIONS. Reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which include areas adjacent to the I-710 Corridor Project. Projects with particular relevance to hydrology and floodplains include:

- Gerald Desmond Bridge Project – placement of structures in the base floodplain
- Pier S Marine Terminal Project – dredge and fill activities that would affect water circulation in the Back Channel and Cerritos Channel
- Los Angeles River Master Plan – revitalization and maintenance of the Los Angeles River

CUMULATIVE IMPACTS. The Gerald Desmond Bridge Project will add new bridge structures within the base floodplain but would not redirect flood flows. However, the Pier S Marine Terminal Project will include dredge and fill activities that would affect water circulation through altered channel configuration in the Back Channel and Cerritos Channel. Avoidance, minimization, and/or mitigation measures have not been identified at this stage in the Pier S Marine Terminal Project's environmental process. As the I-710 Corridor and the Gerald Desmond Bridge Projects do not have adverse impacts to hydrology and floodplain, cumulative impacts are not anticipated to be adverse. Additionally, through adoption of the Los Angeles River Master Plan, the City of Los Angeles is working with other jurisdictions and agencies to revitalize and maintain the Los Angeles River.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Measures to minimize long-term operational impacts of the I-710 Corridor Project on the natural and beneficial floodplain values related to water quality are discussed in Section 3.24.4.9. Measures to minimize permanent impacts of the I-710 Corridor Project to jurisdictional waters are discussed in Section 3.17, Wetlands and Other Waters of the United States. In addition, Measures FP-1, FP-2, and WQ-2

would minimize and mitigate impacts of the I-710 Corridor Project to the 100-year floodplain and impacts to the I-105 retention basins and the Dominguez Gap Basin. With the exception of best management practices (BMPs) and obtaining a Storm Water Pollution Prevention Plan (SWPPP), the Pier S Marine Terminal Project has not identified any mitigation measures at this time.

3.25.4.9 WATER QUALITY AND STORM WATER RUNOFF

This section is based on Sections 3.9 and 3.24.3.9 of this Draft EIR/EIS and the *Final Water Quality and Stormwater Runoff Report* (December 2011) prepared for the proposed project.

RESOURCE STUDY AREA.

SURFACE WATER. The I-710 Corridor Project is located within the Los Angeles Basin and discharges to two Los Angeles County watersheds: the Dominguez Channel/Los Angeles Harbor and the Los Angeles River. In addition, a portion of the Study Area is adjacent to the San Gabriel River Watershed. The primary receiving waters for runoff from the Study Area are the Los Angeles River, Compton Creek, the Rio Hondo Channel, and the Dominguez Channel. These watersheds and receiving waters constitute the RSA for assessing cumulative impacts on surface waters.

GROUNDWATER. The I-710 Corridor Project is located within the Coastal Plain of the Los Angeles Groundwater Basin and is specifically underlain by the West Coast and Central Sub-basins. The Coastal Plain of the Los Angeles Groundwater Basin is adjacent to the Santa Monica Mountains and the Puente Hills on the north and east, on the south by the San Joaquin Hills, and on the west by the Pacific Ocean. These groundwater basins constitute the RSA for assessing cumulative impacts on groundwater.

HEALTH AND HISTORICAL CONTEXT. Pollutants in urban runoff from dense clusters of residential, industrial, and other urban activities have impaired surface water quality in the majority of the Los Angeles River Watershed. The Los Angeles River, Compton Creek, the Rio Hondo Channel, and the Dominguez Channel are all listed as impaired on the 2008 Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments. The majority of the groundwater in the West Coast and Central Sub-basins is of high quality and requires little to no treatment before being pumped out of wells and used as potable water for the public.

PROJECT IMPACTS. The build alternatives would add new impervious surfaces, thereby increasing the amount of storm water runoff within the project limits, and introducing additional water pollutant loads into the runoff in the area. Alternatives 6A/B/C would result in a greater amount of impervious surface area compared to Alternative 5A. The increase in impervious

surface area, and therefore the increase in runoff and pollutant loading, under Alternatives 6A/B/C would be greater than under Alternative 5A. The typical roadway pollutants are washed off impervious surface areas by storm water flows and then discharged to the local receiving water bodies. As described in Section 3.9, Water Quality, the introduction of additional treatment BMPs as part of the build alternatives would represent an improvement when compared to the Alternative 1 no build condition, as there currently are only 18 Caltrans-maintained BMPs treating freeway runoff on I-710.

Additionally, as discussed previously in 3.25.4.8, Alternatives 6A/B/C would require the relocation of the Dominguez Gap West Basin. However, several parcels have been identified adjacent to I-710 and the Los Angeles River for relocation of the Dominguez Gap Basin. The exact location for relocating the basin is being coordinated with DWP. As specified in Mitigation Measure WQ-2 in Section 3.9., the relocation and reconstruction of the Westerly Dominguez Gap Basin will retain the basin's original recharge capacity at a minimum. Therefore, the relocation of this basin is not anticipated to adversely affect groundwater quantity or quality.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Los Angeles River Basin. The reasonably foreseeable actions are listed in Table 3.25-2.

CUMULATIVE IMPACTS. With the exception of the Los Angeles River Master Plan, all of the projects listed in Table 3.25-2 would increase impervious surfaces, thereby increasing the amount of storm water runoff and introducing additional water pollutant loads. The I-710 Corridor Project and cumulative projects would have to include BMPs to target constituents of concern, which includes any pollutants causing downstream impairments. These measures are identified in the environmental documents for the projects listed in Table 3.25-2 for which the CEQA and/or NEPA process has been completed or is in progress. In the case that environmental documents are not available for the projects listed in Table 3.25-2, similar measures will be required to comply with CEQA and/or NEPA. The cumulative projects include BMPs to address pollutants of concern from roadways; therefore incremental contribution for impairments resulting from pollutants of concern from roadways would not be cumulatively considerable. For impairments resulting from pollutants that are not related to roadways, the cumulative projects would not contribute these pollutants to the impaired waters because roadways are not a source for these pollutants.

Construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, and the Middle Harbor Redevelopment Project are anticipated to overlap and would temporarily adversely affect water quality. However, the appropriate permits, approvals, and BMPs will be obtained/implemented to reduce any potential temporary impact to water quality.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. In addition to the relocation of the Dominguez Gap Basin (detailed in Section 3.9.4, WQ-2), Section 3.24.4.9 of this Draft EIR/EIS, outlines that the I-710 Corridor Project would be required to comply with National Pollutant Discharge Elimination System (NPDES) requirements and to implement water quality Design Pollution Prevention and Treatment BMPs at the time of development. Cumulative land use and transportation projects would be required to comply with NPDES requirements and to implement water quality Design Pollution Prevention and Treatment BMPs at the time of development as projects subject to NEPA and/or CEQA will require BMPs as part of project construction. As all these projects are required to comply with these measures, any adverse impacts to water quality will not be adverse. Therefore, they would not contribute to a cumulative adverse effect to water quality.

3.25.4.10 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

This section is based on Sections 3.10 and 3.24.3.10 of this Draft EIR/EIS and the *Geotechnical Final Report* (January 2010) prepared for the project.

RESOURCE STUDY AREA. The Study Area is located at the north end of the Peninsular Ranges physiographic province, in the central and south-central Coastal Plain area of the Los Angeles Basin. The Study Area constitutes the RSA for assessing cumulative impacts related to geology. The Los Angeles Basin is a coastal plain that is bordered on the north by the Santa Monica Mountains and on the east and southeast by the Santa Ana Mountains and the San Joaquin Hills. The relatively flat surface of the Los Angeles Basin is interrupted by a locally trending northwest alignment of low hills and mesas that extends from Newport Beach to Beverly Hills. With the exception of embankments associated with the existing freeways and the embankments and levees of the Los Angeles River, the study area is relatively flat, with elevations ranging from about seven feet above mean sea level at the south end to about 16 feet above mean sea level at the north end. The Study Area is a seismically active area, and with the exception of the northernmost 0.8 mile of the study area and portions of some proposed on-ramp/off-ramp transitions on the east side of the Los Angeles River between Ocean Blvd. and I-405, the entire area is located in an area identified as having the potential for liquefaction.

HEALTH AND HISTORICAL CONTEXT. Reasonably well-established historical records of earthquakes in California have been compiled for approximately the past 200 years. More accurate instrumental measurements have been available since 1933. As demonstrated by historical seismicity, earthquakes generated by displacement along nearby regional faults are considered capable of generating ground shaking of engineering significance within the study area. Ground or seismic shaking is typically considered to have the greatest potential for damage associated with earthquakes. Seismic shaking can also result in secondary effects like liquefaction.

PROJECT IMPACTS. The roadway, structures, and other features of the build alternatives could be impacted by soil disturbance (during construction), ground motion and liquefaction, and possible ground rupture (deformation). Design and construction of the project to current highway and structure design standards, including applicable seismic standards, would minimize the potential impacts of the build alternatives related to geological and seismic hazards.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Study Area. Projects of particular interest related to geology are:

- SR-47 Expressway Project – potential for permanent ground displacement
- Gerald Desmond Bridge Project – potential for liquefaction
- Pier B Railyard Project – potential for seismic-related ground failure, including liquefaction
- Pier S Marine Terminal Project – potential for seismic-related ground failure, including liquefaction; potential for future subsidence
- SCIG Project – subject to seismic activity, soil settlement and subsidence, and expansive soils and erosion
- Los Angeles River Master Plan – liquefaction and erosion
- California High Speed Rail Project – aerial foundation issues

CUMULATIVE IMPACTS. As stated in the *Paleontological Resources Identification and Evaluation Report* (October 2011), while other projects may impact the geology at their project sites, the impacts would be localized and would not impact regional geology. Therefore, the impacts of other projects are not considered cumulative impacts.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Implementation of standard design and construction practices will reduce the I-710 Corridor Project's risk for geologic hazards such as soil erosion and slope instability. As stated in the environmental documents for the SR-47 Expressway Project, the Gerald Desmond Bridge Project, the Pier S Marine Terminal Project, and the SCIG Project that result in the construction of new structures, similar measures would be required. For those projects in the RSA in which environmental documents are not yet available, similar measures would be required to comply with CEQA and/or NEPA.

3.25.4.11 PALEONTOLOGICAL RESOURCES

The analysis in this section is based on Sections 3.11 and 3.24.3.11 of this Draft EIR/EIS and the *Paleontological Resources Identification and Evaluation Report* (October 2011) prepared for the project.

RESOURCE STUDY AREA. The I-710 Corridor Project is located at the northern end of the Peninsular Ranges geomorphic province, a 900-mile-long, northwest-southeast-trending structural block that extends from the tip of Baja California to the Transverse Ranges and includes the Los Angeles Basin. Specifically, the I-710 Corridor Project runs along the course of the Los Angeles River, crossing the Los Angeles Basin from north to south in an area typified by a low-lying topography with slight hills or mesas rising above the basin floor. For the purposes of this cumulative impacts analysis, the RSA is defined as the Los Angeles River Basin from the southern terminus of the I-710 Corridor Project at Ocean Blvd. to its northern terminus at SR-60.

HEALTH AND HISTORICAL CONTEXT. The I-710 Corridor encompasses a large area that passes through urban settings consisting of residential, industrial warehouse, and commercial business uses. Across the Los Angeles Basin, a veneer of Holocene sediments often overlies older, Pleistocene sediments. The locality search and literature review conducted for the I-710 Corridor Project identified numerous Pleistocene fossil localities from the immediate vicinity of the I-710 Corridor Project that were found during excavation into sediments that underlie these surficial Holocene deposits. Therefore, some sediments in the RSA have the potential to contain important paleontological resources.

PROJECT IMPACTS. The area affected by the proposed project contains seven types of sediments at the surface. Five of these, because of their young age (less than 10,000 years), do not have the potential to contain paleontological resources. Two sediments from the Quaternary Period (1.8 million to 10,000 years ago) have the potential to contain paleontological remains. The I-710 Corridor Project involves potential excavation that could extend into deeper Pleistocene deposits, which have high potential and high sensitivity for the presence of nonrenewable paleontological resources. Therefore, paleontological localities may be encountered during the project excavation phase of construction within these sediments.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Los Angeles River Basin. Those projects with specific relevance to paleontological resources include all projects that require deep excavation into sediments with sensitivity for paleontological resources (Pleistocene alluvium). Relevant projects are:

- I-5 Corridor Improvement Project
- I-5 Widening and HOV Project
- SCIG Project
- California High Speed Rail Project

CUMULATIVE IMPACTS. All reasonably foreseeable projects involving deep excavation into Pleistocene alluvium have the potential to result in adverse impacts to paleontological resources. These cumulative projects are or will be required to implement a Paleontological Mitigation Plan (PMP) that includes monitoring and recovery of paleontological resources that may be found during project construction. Because these cumulative projects include this requirement, the cumulative projects' contribution to cumulative paleontological impacts would not be considerable.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Each cumulative project is subject to the requirements of Federal and/or State environmental laws for protection of paleontological resources. In addition, Caltrans has developed a set of guidelines similar those of the Society of Vertebrate Paleontology to prepare a PMP to reduce impacts to paleontological resources. For the cumulative projects, a PMP will be required for every project with high-sensitivity sediments that is subject to Caltrans oversight. As stated in the environmental documents for the I-5 Corridor Improvement Project and the SCIG Project, implementation and adherence to a Paleontological Resources Mitigation Program would be required to minimize impacts to resources within high-sensitivity sediments. For those projects in the RSA in which environmental documents are not available, similar measures would be required to comply with CEQA and/or NEPA.

3.25.4.12 AIR QUALITY

This section is based on Sections 3.13 and 3.24.3.13 of this Draft EIR/EIS, *Air Quality and Health Risk Assessment* (February 2012), and *Air Quality and Health Risk Assessment Addendum* (June 2012).

RESOURCE STUDY AREA. For the purpose of this analysis, the RSA for air quality impacts includes all areas adjacent to the Study Area that would be affected by construction emissions and vehicle emissions from operation of the completed project. The RSA includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro, that are located

adjacent to the Study Area. Regionally the RSA also includes a portion of the South Coast Air Basin (Basin) within Los Angeles County. The Study Area and the other past, present, and future projects considered in the analysis in Section 3.13, Air Quality, are located in Los Angeles County, which is within the Basin.

A single RSA would not effectively consider the appropriate areas for potential short-term air quality impacts during construction of the proposed project. Short-term air quality impacts can result from equipment operations as well as dust generated during grading or travel on unpaved surfaces. An RSA for short-term air quality impacts would focus on a specific area under construction at the time, the roads and intersections in the vicinity of the construction zone, and other projects under construction at the same time in the same area. As a result, an RSA for short-term air quality impacts focuses on areas in proximity to active construction areas for the proposed I-710 Corridor Project and other nearby cumulative projects under construction at the same time.

HEALTH AND HISTORICAL CONTEXT. The RSA is located in a largely urbanized area. The health of the resource changes with emissions levels in the area surrounding the project. Over time, the air quality in the Basin has been substantially degraded by short- and long-term emissions of pollutants and dust generated by a wide variety of land uses, including agricultural, urban, industrial, and manufacturing uses.

The I-710 Corridor Project is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD maintains ambient air quality monitoring stations throughout the Basin. The closest monitoring stations to the project area are the North Long Beach Station, located at 3648 North Long Beach Blvd., the Los Angeles Station, located at 1630 North Main St., and the Lynwood Station, located at 11220 Long Beach Blvd. Monitoring data from these stations for 2006, 2007, and 2008 is provided in Section 3.13, Air Quality.

From the ambient air quality data provided in Section 3.13, Air Quality, it can be seen that carbon monoxide (CO) and sulfur dioxide (SO₂) levels are below the relevant State and Federal standards. One-hour ozone (O₃) levels exceeded the State standard up to eight times per year within the past three years. Eight-hour O₃ levels exceeded the Federal standard up to three times per year and the State standards up to seven times per year in the past three years. The annual nitrogen dioxide (NO₂) concentration exceeded the State standard at the Lynwood Station in 2008. Levels of particulate matter less than 10 microns in size (PM₁₀) in the project area exceeded the State standards in each of the past three years. The Federal 24-hour particulate matter less than 2.5 microns in size (PM_{2.5}) standard was exceeded in each of the past three years. The State annual PM_{2.5} standard was also exceeded in each of the past three years.

As discussed in Section 3.13.2.4, the I-710 Corridor Project is expected to demonstrate conformity with all State and national conformity requirements.

PROJECT IMPACTS. The air quality impacts of the I-710 Corridor Project are different for each of the build alternatives. 2035 criteria and air toxic exhaust emissions are generally lower for the build alternatives when compared to existing (2008) emissions. For the South Coast Air Basin (SCAB) and the Study Area, the incremental impacts of all of the build alternatives when compared to 2035 Alternative 1 are essentially zero (less than a 1 percent increase) with slight decreases for Alternatives 6B and 6C. Alternatives 6B and 6C would result in decreases in emissions along the I-710 freight corridor (mostly nitrogen oxides [NO_x] and reactive organic gases [ROG]) compared to Alternative 1.

Compared to 2008 levels, cancer risk and most vehicle exhaust emissions are projected to decrease, with the greatest reductions generally seen in alternatives with a zero-emissions freight corridor. With the exception of a few locations very near I-710 (south end of the Study Area near POLA and POLB and the north end near the I-710/I-5 interchange), discussed in Section 3.13.3.2, all residents in the Study Area will experience these beneficial effects of the project. Under the ZEE Design Option for Alternatives 6B and 6C, residents at the north end of the Study Area will not experience increased cancer risk.

All alternatives (compared to 2008 or Alternative 1) would result in greater criteria pollutant and air toxics emissions impacts along the I-710 freeway than in the I-710 study area of interest (AOI) or the SCAB. This was anticipated, because the freight corridor (under Alternatives 6A/B/C) would attract more traffic to I-710 and reduce traffic (and emissions) on local roadways and other freeways. All 2035 alternatives had near-freeway (<300 meters) total PM₁₀ and PM_{2.5} impacts, with the least impacts for Alternative 1. Future new or worsened PM_{2.5} and PM₁₀ violations of any standards are not anticipated; therefore, the project meets the conformity hot-spot requirements in 40 Code of Federal Regulations (CFR) 93-116 and 93-123 for both PM_{2.5} and PM₁₀.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas where cumulative projects would be constructed that are located throughout the Study Area. Projects with particular relevance to air quality impacts are shown in Table 3.25-2 and include construction projects, projects that would result in an increase in vehicle trips and traffic congestion, and projects that would result in additional stationary source emissions.

Due to the scale and duration of the project construction for the build alternatives, it is likely that the construction of other projects would overlap with the construction of the I-710 Corridor Project. These projects include:

- SR-47 Expressway Project
- Middle Harbor Project
- I-5 Widening and HOV Project
- I-5 Corridor Improvement Project
- California High Speed Rail Project

Construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, and the Middle Harbor Project are anticipated to overlap and would result in short-term air quality impacts associated with fugitive dust and construction equipment emissions. The quantity and severity of those impacts would be related to the amount of soil disturbed, the types and numbers of pieces of construction equipment, weather conditions, and other factors specific to each project. However, all construction projects in southern California are required to comply with some or all of the applicable SCAQMD rules as well as local jurisdictions' requirements for dust and emission controls during construction. In addition, all projects on State highways are required to comply with Caltrans Standard Construction Specifications for dust control and asphalt concrete plant emissions. All construction material hauling is required to comply with California Vehicle Code requirements for avoiding material spills on public roads.

Many of the cumulative projects and programs, such as the Port's Clean Air Action Plan, have a beneficial effect on air quality and reducing health risk. The cumulative benefit of these types of projects is reflected in the reduction in criteria pollutant concentrations discussed in Section 3.13.

CUMULATIVE IMPACTS. If the construction of the selected build alternative and some of the other cumulative projects occur concurrently and in proximity to each other, there is potential for cumulative impacts related to short-term fugitive dust and construction equipment emissions in the RSA. The cumulative short-term air quality impacts could be substantial, depending on the number of projects under construction concurrently, their proximity to each other, weather and climatic conditions, and other factors. Therefore, the build alternatives have potential to contribute to cumulative short-term air quality impacts in the RSA during construction, even with mitigation. The build alternatives and their design variations would result in near-roadway incremental concentration impacts. Therefore, the build alternatives would contribute to long-term near corridor cumulative air quality impacts.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. The build alternatives include substantial measures to address short-term dust and equipment emissions. These types of measures are typically required of most major construction projects in the Basin by the SCAQMD and/or the

local jurisdictions. As a result, it is anticipated that potential short-term cumulative air quality impacts of the build alternatives and the other cumulative projects would be substantially reduced based on compliance with SCAQMD regulations. However, if a large number of projects, including the ultimately selected build alternative, are under construction at the same time, it is possible that the short-term air quality impacts of those cumulative projects in the RSA could exceed the applicable SCAQMD standards, even with mitigation.

As discussed in Section 3.13, the build alternatives would result in localized adverse long-term air quality impacts to a small number of near-roadway receptors. Measure AQ-1 is proposed to provide funding for four additional air quality monitoring stations within the I-710 Corridor. Therefore, no avoidance, minimization, or mitigation measures are required. However, construction of the I-710 Corridor Project may result in adverse impacts related to fugitive dust, construction equipment, and vehicle emissions. Therefore, in Section 3.24.4.13, the project includes standard conditions and conditions for implementing the requirements of SCAQMD Rule 403 that would substantially reduce potential adverse short-term air quality impacts during project construction.

3.25.4.13 NOISE

This section is based on Sections 3.14 and 3.24.3.14 of this Draft EIR/EIS, *Noise Study Report* (January 2012), and *Noise Abatement Decision Report* (May 2012).

RESOURCE STUDY AREA. For the purpose of this analysis, the RSA for noise impacts includes all areas adjacent to the Study Area where there are sensitive land uses that would be affected by construction noise and traffic noise generated by the operation of the completed project. The Study Area focuses on those areas in the vicinity of I-710 with potentially noise-sensitive uses, including residential uses, parks, and open space uses, or areas of frequent human activity. The RSA includes portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as portions of unincorporated Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro, that are located adjacent to the Study Area.

HEALTH AND HISTORICAL CONTEXT. The cumulative impacts study area is located in a largely urbanized area. Noise in this area is generated by traffic on the freeways and area roads, equipment operations, urban uses, aircraft, and other noise sources typical in urban and developed areas. The health of the resource is affected by noise from I-710, local arterial roadways and surrounding noise-generating land uses such as the ports of Los Angeles and Long Beach. As the Study Area has become more densely developed over time and traffic

volumes on the I-710 have increased, the background levels of noise in much of the RSA have increased and, in some areas, already exceed the applicable noise standards.

PROJECT IMPACTS. During construction of the project, noise from construction activities may occasionally dominate the noise environment in the immediate project area. Equipment involved in construction is expected to generate noise levels ranging from 70 to 90 A-weighted decibels (dBA) at a distance of 50 feet. Normally, construction noise levels should not exceed 86 dBA maximum instantaneous noise level (L_{max}) at a distance of 50 feet. No adverse noise impacts from construction are anticipated because construction will be conducted in accordance with the Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise.

The comparison of build alternative noise impacts to the future no build condition and existing baseline conditions indicates that traffic noise would increase as a result of the project. Traffic noise impacts are predicted to occur at noise-sensitive land uses within the Study Area, and noise abatement has been considered. There are some areas where the proposed project would result in substantial increases in noise from existing levels without the proposed project, where sound barriers would not reduce traffic noise levels to future no build levels. Because not all noise increases may be able to be abated, this noise impact would be an unavoidable adverse impact of the project.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas where cumulative projects would be constructed, which are located throughout the Study Area. Projects with particular relevance to noise impacts include all construction projects and projects that would result in an increase in traffic noise levels. These projects include all projects listed in Table 3.25-2 with the exception of the Middle Harbor Redevelopment Project, the Gerald Desmond Bridge Project, the Los Angeles River Master Plan, and the RiverLink Plan.

CUMULATIVE IMPACTS. As shown in Table 3.25-2, a large number of transportation projects are proposed in the RSA within the Study Area. Similar to the proposed project, it is expected that some of those projects would result in increases in the ambient noise levels in the long term that cannot be avoided or substantially mitigated.

The build alternatives would result in increased noise levels in the Study Area compared to existing baseline conditions and future no build conditions, and some of those increases cannot feasibly be abated. It is also expected that many of the other cumulative transportation and land use projects in the area would also result in increases in long-term noise levels in the RSA, some of which may also not be substantially or feasibly abated. As a result, it is possible that the build alternatives, when considered with other cumulative projects, would contribute to long-term cumulative noise impacts in the RSA.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. The build alternatives include some new soundwalls, as well as increases in heights in existing soundwalls along the I-710 corridor and would result in only a minor increase in ambient noise levels. According to the environmental documents for the I-5 Corridor Improvement Project, the SR-47 Expressway, the Pier B Railyard, the Washington Blvd. Improvement Project, the SCIG Project, the Pier A East and West Expansion, the Pier S Marine Terminal, and the ICTF, these projects also include appropriate noise abatement for long-term impacts on sensitive receptors, which could include new soundwalls, increases in heights of existing soundwalls, other buffers, and/or structural features (sound proofing, double-paned windows, etc.), as appropriate for each project. For those projects listed in Table 3.25-2 in which environmental documents are not available, it is anticipated that similar noise abatement measures will be provided to comply with CEQA and/or NEPA. However, it is not expected that all the increases in noise levels in the RSA associated with those projects can be abated to levels equivalent to those under no project conditions. As a result, the other cumulative projects are anticipated to contribute to a long-term increase in ambient noise levels in the RSA with the likelihood that some of those effects cannot be substantially abated. Because traffic noise from a freeway in an urban area (where other manmade noise sources are part of ambient background noise) becomes less audible with increasing distance from the freeway, the potential for cumulative noise impacts is limited to those receivers that are within the noise exposure area from more than one freeway widening project. Based on the list of cumulative projects in Table 3.25-1, only areas in the city of Commerce and the community of East Los Angeles that are within the noise exposure area of both the I-710 Corridor Project and the I-5 Widening and HOV Lane Project would experience cumulative noise impacts during construction or operation.

Construction activities of some phases of the I-710 Corridor Project, the SR-47 Expressway Project, and the Middle Harbor Redevelopment Project are anticipated to overlap and would temporarily affect ambient noise levels in the southern portion of the Study Area. Temporary impacts related to noise will be reduced by complying with Caltrans standard practices and local noise ordinances. In some cases, temporary noise barriers will be constructed.

3.25.4.14 ENERGY

This section is based on Sections 3.15 and 3.24.3.15 of this Draft EIR/EIS and the *Energy Report* (March 2012) prepared for the project.

RESOURCE STUDY AREA. The Study Area consists of approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The study area also includes a portion of the interchanges with I-405, SR-91, I-105, I-5, and SR-60 to accommodate for proposed interchange improvements. The project area spans the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los

Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and parts of unincorporated Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro. Because energy consumption is typically tracked on a regional or State level, consideration of cumulative effects related to energy consumption is considered in the context of the SCAG planning region.

HEALTH AND HISTORICAL CONTEXT. Southern California has had the benefit of sufficient energy supplies to serve the rapid growth that has taken place over the past 50 years. In 2005, the SCAG region consumed approximately 48 percent of the total consumption in the State. Much of the energy consumed in the region is for residential, commercial, and transportation purposes. Driven by high demand from California's many motorists, major airports, and military bases, the transportation sector is the State's largest energy consumer. Most of the electric energy currently used in southern California is imported to the region from coal-fired and hydroelectric generating facilities located elsewhere in California and out of state.

PROJECT IMPACTS. Direct energy consumption during project construction involves energy used by the construction equipment, work trucks, haul trucks, and worker commutes. There is the potential for permanent impacts as a result of increased capacity and use to occur as a result of project implementation for all build alternatives; however, the Study Area as a whole is expected to show improvements as a result of the project. Congested traffic conditions would be alleviated throughout the study Area, bottlenecks and queues would no longer develop along the I-710 Corridor, and low travel speeds and long delays would no longer be common during peak hours. This alleviating of stop-and-go conditions, which requires the use of more energy, decreases the amount of energy used in the Study Area.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would be those related to energy use associated with traffic generated by future planned land uses and the effects of other future planned transportation improvements on regional energy consumption. The reasonably foreseeable actions include:

- SR-47 Expressway Project
- SCIG Project
- Middle Harbor Redevelopment Project
- California High Speed Rail Project

CUMULATIVE IMPACTS. The build alternatives would not result in or substantially contribute to adverse cumulative energy effects. Increases in energy use would be limited to those occurring during construction of the I-710 Corridor Project, and energy use would return to normal levels

following project completion. There is the potential for increased energy use during construction of all of cumulative projects; however, this increase would be temporary and would not have the potential to result in substantial permanent impacts once the project has been completed. Construction activities of some phases of the I-710 Corridor Project, the SCIG Project, the California High Speed Rail Project, the SR-47 Expressway Project, and the Middle Harbor Redevelopment Project are anticipated to overlap and would temporarily increase energy usage in the southern portion of the Study Area. The I-710 Corridor Project and the California High Speed Rail Project would not have substantial energy impacts contributing toward cumulative energy consumption because the energy saved by relieving congestion and by using other transportation efficiencies from the region over its design life would be substantially greater than the energy consumed to construct it.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. In order to reduce potential temporary construction effects and permanent operational increases in energy consumption, measures that improve siting, orientation, and traffic operations to minimize energy consumption and reduce peak energy demand, and that incorporate the use of alternative fuels, will be incorporated during the design phase. Similar measures would also be required for any reasonably foreseeable actions to comply with CEQA and/or NEPA.

3.25.4.15 NATURAL COMMUNITIES

The analysis in this section is based on Sections 3.16 and 3.24.3.16 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for natural communities is consistent with the biological study area (BSA) established for the I-710 Corridor Project. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The project passes through mostly urban settings consisting of residential areas, industrial warehouses, and commercial businesses. The entire BSA is located within the Los Angeles River Watershed.

HEALTH AND HISTORICAL CONTEXT. Land uses/vegetation communities located within the BSA are mostly developed (developed/ornamental/ruderal). Table 3.25-5 lists the acreage of each of the vegetation communities present within the BSA.

**Table 3.25-5 Acreages of Natural Communities
Occurring within the Biological Study Area**

Vegetation Community	Acreage
Developed/Ornamental/Ruderal	1,919.97
Concrete-Lined Freshwater Waters of the Los Angeles River and Associated Drainages	53.91
Earthen-Bottom Tidal Waters of the Los Angeles River	10.33
Riparian Marsh	4.34
Freshwater Emergent Marsh	0.93
Total	1,989.48

Source: *Natural Environment Study*, January 2012.

Habitats are considered to be of special concern based on (1) Federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or animals occurring within the BSA. Within the BSA, there are two primary plant communities that are considered important by State and/or local agencies. These two natural community groups are estuarine habitat associated with the tidal waters of the lower three miles of the Los Angeles River, and riparian/riverine habitats. Sensitive habitats are located primarily in the southern portion of the BSA, where the Los Angeles River and associated wetlands have retained a more natural state.

ESTUARINE HABITAT. Approximately 95 percent of California’s coastal wetlands have been lost to development. Estuarine wetland habitats, such as those associated with the lower Los Angeles River, were formerly more abundant in the semi-enclosed coastal waters of California’s south coast and included the estuaries of Wilmington Lagoon, Alamitos Bay, Anaheim Bay, Santa Ana River Marsh, and Newport Bay. These tidal wetlands of coastal southern California are now much reduced due to urban diversion, channelization, and other human developments that have altered or eliminated a once-viable system. These habitats are considered high-quality wildlife habitats because they provide protective cover, reproduction and nesting sites, water, and food for a variety of species.

RIPARIAN/RIVERINE HABITATS. Riparian/riverine habitats, such as those within the BSA, were formerly abundant along the major rivers of coastal southern California but have been substantially reduced by urban expansion, flood control, and channel “improvements” (Holland 1986). These habitats are considered high-quality wildlife habitats because they provide protective cover, water, and food for a variety of species.

PROJECT IMPACTS. Table 3.25-6 shows the impacts to natural communities calculated for each build alternative.

Table 3.25-6 Project Effects to Vegetation Communities Occurring within the Biological Study Area

Vegetation Community	Total Acres within BSA	Permanent (Direct)		Permanent (Indirect)		Temporary		Total	
		Alt 5A	Alts 6A/B/C	Alt 5A	Alts 6A/B/C	Alt 5A	Alts 6A/B/C	Alt 5A	Alts 6A/B/C
Estuarine Habitat									
Earthen-bottom Intertidal portions of the Los Angeles River	10.33	0.10	0.10	2.18	2.18	8.05	8.05	10.33	10.33
Riparian/Riverine Habitats									
Dominguez Gap Wetlands	8.57	0.00	2.81	0.00	0.00	0.00	5.76	0.00	8.57
Concrete-lined Freshwater portions of the Los Angeles River	53.91	0.82	1.03	10.57	12.88	28.70	31.57	40.09	45.48
Marsh	0.93	0.00	0.02	0.28	0.44	0.32	0.36	0.60	0.82
Riparian Scrub	2.88	0.02	0.12	0.43	0.71	2.98	2.05	3.43	2.88
Total Riparian/ Riverine Habitats	66.29	0.84	3.98	11.28	14.03	32.00	39.74	44.12	57.75

Source: *Natural Environment Study*, 2012.
 Alt/Alts = Alternative/s
 BSA = Biological Study Area

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the Los Angeles River Basin. Projects with specific relevance to natural communities include those projects that would impact natural communities resources through degradation and removal, and include:

- SR-47 Expressway Project – potential impacts to aquatic communities and habitat associated with the burrowing owl and peregrine falcon
- Pier B Railyard Project – potential impact to habitat for California brown pelican, peregrine falcon, and California least tern
- SCIG Project – affects aquatic and bat and bird roosting habitat
- I-5 Corridor Improvement Project – loss of nesting habitat and minor loss of aquatic habitat
- I-5 Widening and HOV Lane Project – potential for loss of roosting and nesting habitat
- California High Speed Rail – potential for loss of roosting and nesting habitat

- SR-710 Project – potential for loss of roosting and nesting
- Los Angeles River Master Plan – beneficial impact
- RiverLink Plan – beneficial impact

CUMULATIVE IMPACTS. Most of the lands surrounding the BSA are highly urbanized and have already been developed. Those areas not already developed have generally been preserved as city parks or restored areas. Probable future projects in the vicinity (both transportation-related and nontransportation-related) were reviewed as part of this analysis. The cumulative effects of the I-710 Corridor Project, in combination with the SR-47 Expressway Project and the SCIG Project, may incrementally cause further effects to estuarine and riparian/riverine habitats.

Temporary impacts to natural communities may occur during construction where habitats are temporarily disturbed during grading or other activities. The I-710 Corridor Project build alternatives, the SR-47 Expressway Project, and the SCIG Project would impact riparian/riverine and estuarine habitats. Under the I-710 Corridor Project the Dominguez Gap Wetlands restoration area is impacted by the freight corridor proposed in Alternatives 6A/B/C. Construction within the Dominguez Gap Wetlands restoration areas would have permanent, temporary, and indirect effects. The cumulative projects would result in some loss of vacant land but would not increase habitat fragmentation or impede the movement of wildlife in the area. Habitat within the Los Angeles River channel and movement opportunities therein would not be affected by the I-710 Corridor Project implementation because the I-710 Corridor Project essentially modifies an existing transportation facility. Permanent benefits to natural communities will occur through implementation of the Los Angeles River Master Plan and the RiverLink Plan. This will offset some of the cumulative impacts as a result of the projects discussed above.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. A combination of avoidance, minimization, and mitigation measures would reduce the overall adverse effects of the I-710 Corridor Project to sensitive natural communities. Avoidance and minimization measures include but are not limited to avoidance of designated sensitive habitat boundaries to be demarcated by a visible barrier, employee education, and an invasive seaweed abatement program to minimize the importation and spread of nonnative plants. A biologist would monitor construction within the vicinity of estuarine habitat for the duration of the project to flush any wildlife species present prior to construction and to ensure that vegetation removal guidelines, BMPs, ESA boundaries, and all avoidance and minimization measures are properly constructed and observed.

Compensatory mitigation for estuarine communities would be required to comply with Section 404 of the Clean Water Act (CWA). Typically, estuarine habitat subject to USACE jurisdiction is mitigated at a minimum mitigation-to-effect ratio of 2:1 for permanent effects and 1:1 for temporary effects, which is consistent with the USACE policy of no net loss of estuarine habitat (e.g., wetlands). Compensatory mitigation for riparian/riverine communities would be required for USACE Section 404 and CDFG Section 1600 permitting. Typically, riparian/riverine habitats subject to USACE and CDFG jurisdiction are mitigated at a minimum mitigation-to-effect ratio of 2:1 for permanent effects and 1:1 for temporary effects, which is consistent with the USACE and CDFG policies for no net loss of riparian/riverine habitats (e.g., wetlands).

As stated in the environmental documents for the SR-47 Expressway Project, the SCIG Project, and the I-5 Corridor Improvement Project, similar measures would be required for reasonably foreseeable actions that impact estuarine or riparian/riverine resources. For those projects in which environmental documents are not available, similar measures would be required to comply with CEQA and/or NEPA.

3.25.4.16 WETLANDS AND OTHER WATERS

The analysis in this section is based on Sections 3.17 and 3.24.3.17 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for wetlands and other waters is consistent with the BSA. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The BSA also includes a portion of major transportation corridors connecting to I-710, including I-405, SR-91, I-105, and I-5, to accommodate for proposed interchange improvements. From south to north, the BSA is located on the United States Geological Survey (USGS) *Long Beach, South Gate*, and *Los Angeles, California 7.5-minute* series topographical quadrangles. The BSA spans the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and parts of unincorporated Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro. The project passes through mostly urban settings consisting of residential areas, industrial warehouses, and commercial businesses. The entire BSA is located within the Los Angeles River Watershed.

The Los Angeles River, which flows into the Pacific Ocean, runs parallel to I-710 throughout the BSA. Several drainages within the BSA are tributary to the Los Angeles River and are a mixture of man-made channels with natural earthen bottoms, concrete v-ditches, and concrete-lined channels. In addition, there are numerous roadside drainage ditches within the BSA that are not believed to convey flows at the present time or that are not tributary to the Los Angeles River.

The Los Angeles River channel contains several sections where sufficient sediment has accumulated to support potential wetland waters of the United States. Other potential wetland waters of the United States occur within Compton Creek and in isolated detention basins and/or man-made wetland areas.

A variety of land uses exist adjacent to the BSA, including transportation, residential, commercial, industrial, infrastructure, recreational, undeveloped, and water-related land uses. Some of the restoration areas in the vicinity of the BSA include the Golden Shore Marine Preserve, the Dominguez Gap Wetlands Project, the DeForest Park Restoration Project, Compton Creek Improvement Project, and South Gate Riparian Habitat Restoration Project.

HEALTH AND HISTORICAL CONTEXT. The upper portion of the Los Angeles River Watershed is covered by forest or open space, while the remaining watershed, including the BSA, is highly developed with commercial, industrial, or residential uses. The Los Angeles River is the heart of an 834-square-mile watershed that encompasses the Santa Susanna Mountains to the west, the San Gabriel Mountains to the north and east, and the Santa Monica Mountains and Los Angeles Coastal Plain to the south. Channelization started in 1914 as an effort to control the devastating floods that periodically swept through the city of Los Angeles. Subsequent lining of the channel with concrete removed most of the river's vegetation, wetland, wildlife, and ecological richness. Prior to 1960, 80 percent of the rainwater in the Los Angeles River Watershed would percolate into the ground. Today, that figure is estimated to be 8 percent, with the remainder draining out into the ocean.¹ Of the 51 miles of the Los Angeles River, 13 miles retain the natural riverbed. The only portion of the Los Angeles River with a natural bottom adjacent to the BSA is the southernmost three miles of the river.

Riparian/riverine habitats, such as those within the BSA, were formerly abundant along the major rivers of coastal Southern California but have been substantially reduced by urban expansion, flood control, and channel "improvements" (Holland 1986). The typical association of riparian/riverine habitat types with drainages indicates that they are "protected" under the Fish and Game Code and, to certain extent, by the CWA. These habitats are considered high-quality wildlife habitats because they provide protective cover, water, and food for a variety of species.

In addition, approximately 95 percent of California's coastal wetlands have been lost to development.² Estuarine wetland habitats, such as those associated with the lower Los Angeles River, were formerly more abundant in the semi-enclosed coastal waters of California's south

¹ http://ladpw.org/wrd/precip/alert_rain/normal.cfm.

² www.ocean.com.

coast and included the estuaries of Wilmington Lagoon, Alamitos Bay, Anaheim Bay, Santa Ana River Marsh, and Newport Bay. These tidal wetlands of coastal southern California are now much reduced due to urban diversion, channelization, and other human developments that altered or eliminated a once-viable system. These habitats are considered high-quality wildlife habitats because they provide protective cover, reproduction, nesting, water, and food for a variety of species. Many animal species are estuarine wetland habitat obligates. Estuaries such as the lower Los Angeles River serve as nurseries for marine fish and provide sediment traps, erosion control, and natural flood control.

PROJECT IMPACTS. There were 20 drainages identified during surveys of the BSA. Most of these drainages connect to the Los Angeles River either directly or through the storm drain system.

A formal Jurisdictional Delineation survey determined that there are jurisdictional features within the BSA, including wetland areas, that are subject to the jurisdiction of the USACE, CDFG, and the Regional Water Quality Control Board (RWQCB). Because of this, the I-710 Corridor Project would require permits from regulatory agencies, including the USACE (pursuant to Section 404 of the CWA), the CDFG (pursuant to Section 1602 of the California Fish and Game Code), and the RWQCB (pursuant to Section 401 of the CWA).

Table 3.25-7 shows that based on the information currently available, the worst-case impact scenario associated with Alternative 5A would result in direct permanent impacts to approximately 0.68 acre and indirect permanent impacts to approximately 13.97 acres of USACE jurisdictional areas. Alternative 5A would result in direct permanent impacts to 0.87 acre and indirect permanent impacts to approximately 19.43 acres of CDFG jurisdictional areas.

The worst-case impact scenario associated with Alternatives 6A/B/C is expected to result in direct permanent impacts to approximately 0.83 acre and indirect permanent impacts to approximately 17.48 acres of USACE/RWQCB jurisdictional areas. An additional 2.79 acres of direct impact to RWQCB jurisdiction at the Dominguez Gap West Basin would result from Alternatives 6A/B/C. Alternatives 6A/B/C would result in direct permanent impacts to 5.64 acres and indirect permanent impacts to approximately 24.96 acres of CDFG jurisdictional areas.

Jurisdictional areas would be impacted at three locations by Alternatives 6A/B/C that would not be affected by Alternative 5A. Alternatives 6A/B/C would result in permanent impacts to areas considered to be jurisdictional by the USACE, RWQCB, and CDFG during the pile driving of three piles during construction of the freight corridor over Drainage Box 3. With Alternatives 6A/B/C, eight piles would be driven within jurisdictional nonwetland waters of the Los Angeles River at the location of the SR-91 crossing of the Los Angeles River. The proposed freight

Table 3.25-7 I-710 Corridor Project Effects to Potentially Jurisdictional and Nonjurisdictional Areas

Jurisdictional Areas	Permanent (acres)		Temporary (acres)
	Direct	Indirect	
USACE Jurisdictional Areas			
Alternative 5A	0.68	13.97	38.19
Alternatives 6A/B/C	0.83	17.48	59.19
USACE Nonjurisdictional Areas			
Alternative 5A	0.77	0.00	1.41
Alternatives 6A/B/C	3.52	0.58	7.06
RWQCB Jurisdictional Areas			
Alternative 5A	0.68	13.97	38.19
Alternative 6A/B/C	3.62	17.56	65.26
RWQCB Nonjurisdictional Areas			
Alternative 5A	0.77	0.00	1.41
Alternative 6A/B/C	0.73	0.5	0.99
CDFG			
Alternative 5A	0.87	19.43	52.37
Alternatives 6A/B/C	5.64	24.96	84.81

Source: Natural Environment Study, 2012.
 CDFG = California Department of Fish and Game
 I-710 = Interstate 710
 RWQCB = Regional Water Quality Control Board
 USACE = United States Army Corps of Engineers

corridor under Alternatives 6A/B/C would also result in the driving of 11 additional piles within jurisdictional nonwetland waters of the Los Angeles River. More specifically, six piles are proposed within the low-flow channel of freshwater waters of the Los Angeles River, and five piles are proposed within the upper concrete banks of the Los Angeles River (see Sheet 13 of Appendix L).

REASONABLY FORESEEABLE ACTIONS. Most of the lands surrounding the BSA are highly urbanized and have already been developed. Those areas not already developed have generally been preserved as city parks or restored areas. The reasonably foreseeable actions would generally occur in areas with minimal or no wetlands and other waters of the United States. Reasonably foreseeable actions with particular relevance to wetlands and other waters include roadway, freeway, bridge and development projects that would impact those resources. Those projects are:

- I-5 Corridor Improvement Project – potential for loss of wetlands or other waters of the U.S.
- SR-710 Project – potential for loss of wetlands or other waters of the U.S.
- Los Angeles River Master Plan – beneficial impact
- RiverLink Plan – beneficial impact

CUMULATIVE IMPACTS. The cumulative effects of the I-710 Corridor Project, in combination with reasonably foreseeable projects listed above, will incrementally cause further effects to riparian/riverine habitats and estuarine wetland habitats. Impacts to riparian/riverine habitats will result in direct and indirect permanent effects through disturbance and/or removal of existing vegetation. Furthermore, construction will indirectly affect riparian/riverine habitats permanently through shading of the areas below bridges or elevated roads and enhancing the germination and proliferation of nonnative invasive plant species. Permanent impacts to estuarine habitat, including a reduction in soft-bottom habitat, will result from the construction of abutments and driving of piles. In addition to direct permanent effects, indirect permanent effects will result from permanent shading associated with bridges or elevated roadways. In addition, construction will indirectly affect estuarine habitats permanently through enhancing the germination and proliferation of nonnative invasive plant species. Permanent benefits to wetlands and other waters of the U.S. will occur through implementation of the Los Angeles River Master Plan and the RiverLink Plan. This will offset some of the cumulative impacts as a result of the projects discussed above.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. A combination of avoidance, minimization, and mitigation measures would reduce the overall adverse effects of the I-710 Corridor Project to wetlands and other waters. To offset effects to jurisdictional areas, a compensatory mitigation program would be developed. Typically, habitat subject to USACE and CDFG jurisdiction is mitigated at a minimum mitigation-to-effect ratio of 2:1 for permanent effects and 1:1 for temporary effects, which is consistent with USACE and CDFG policies for no net loss of riparian/riverine habitat (e.g., wetlands). Compensatory mitigation may be in the form of habitat restoration and/or enhancement in on- or off-site areas where similar riparian/riverine habitats exist, or a monetary contribution toward an in-lieu fee program, as acceptable by the regulatory agencies. The final compensatory mitigation program is expected to fully offset project-related jurisdictional effects by providing “no net loss” of estuarine and riparian/riverine habitats. Because each cumulative project would be required to comply with CEQA and/or NEPA and replace impacted wetlands and other waters, additional mitigation for the cumulative effects of the proposed I-710 Corridor Project is not warranted.

3.25.4.17 PLANT SPECIES

The analysis in this section is based on Sections 3.18 and 3.24.3.18 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for plant species is consistent with the BSA for the I-710 Corridor Project. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The BSA also includes a portion of the major transportation corridors connecting to I-710, including I-405, SR-91, I-105, and I-5, to accommodate for the proposed interchange improvements. The project passes through mostly urban settings consisting of residential areas, industrial warehouses, and commercial businesses. The entire BSA is located within the Los Angeles River Watershed.

HEALTH AND HISTORICAL CONTEXT. Because the BSA is mostly developed (1,919.97 acres), very little suitable habitat for sensitive plant species (69.61 acres or 3.6 percent) exists within the BSA.

PROJECT IMPACTS. While direct impacts are not anticipated from implementation of the I-710 Corridor Project, indirect impacts resulting from shading would occur to two of the three populations of southern tarplant identified within the BSA. Assuming that populations are evenly distributed throughout the limits of the project study area according to their global positioning system (GPS) locations, approximately 50.5 percent of the populations would occur directly below the freight corridor structures proposed under Alternatives 6A/B/C and would be adversely affected by shading below the structures. Approximately 49.5 percent of the populations would not be affected by shading once the I-710 Corridor Project is completed, providing ample seed source for continued existence of the overall population.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment, which are located throughout the BSA. The reasonably foreseeable actions relevant to impacts to plant species include those transportation and development projects that would result in vegetation removal and degradation of existing plant populations. Those projects are:

- I-5 Corridor Improvement Project – potential for loss of sensitive plant species
- SR-710 Project – potential for loss of sensitive plant species
- Los Angeles River Master Plan – beneficial impact
- RiverLink Plan – beneficial impact

CUMULATIVE IMPACTS. The cumulative effects of the I-710 Corridor Project, in combination with reasonably foreseeable development in the vicinity, may incrementally cause further effects to plants as follows: Impacts to plants from the I-710 Corridor Project are limited to direct impacts to southern tarplant populations as a result of drilling or driving piles required to construct bridge columns and shading effects of elevated structures. Therefore, cumulative impacts to plants could only result from the build alternatives impacts, in combination with other past, present and reasonably foreseeable projects, such as roadway, freeway, and bridge projects that would result in impacts to southern tarplant.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. Avoidance and minimization measures for the I-710 Corridor Project's impacts to southern tarplant include avoidance of designated population boundaries to be demarcated by a visible barrier, employee education, and a weed abatement program to minimize importation of nonnative plants. Collection and scattering of seed in sunny areas adjacent to the existing and remaining populations during the appropriate time of year is required to ensure that these populations remain stable in future years. Measures CON-45 through CON-62 will be implemented as part of the I-710 Corridor Project to avoid and minimize impacts to southern tarplant. Although environmental documents are not yet available for the I-5 Corridor Improvement Project and the SR-710 Project, in order to comply with CEQA and/or NEPA, these future projects that could impact southern tarplant would include similar measures. Additionally, the Los Angeles River Master Plan and the RiverLink Plan will enhance the natural environment in the Study Area which may result in habitat suitable for sensitive species such as southern tarplant. Therefore, cumulative impacts to southern tarplant as a result of the I-710 Corridor Project in combination with other reasonably foreseeable projects are not anticipated.

3.25.4.18 ANIMAL SPECIES

The analysis in this section is based on Sections 3.19 and 3.24.3.19 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for animal species is consistent with the BSA. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The BSA also includes a portion of the major transportation corridors connecting to I-710, including I-405, SR-91, I-105, and I-5, to accommodate for the proposed interchange improvements. The project passes through mostly urban settings consisting of residential areas, industrial warehouses, and commercial businesses. The entire BSA is located within the Los Angeles River Watershed.

HEALTH AND HISTORICAL CONTEXT. Although most of the BSA is developed and urbanized, the BSA still supports suitable habitat for a variety of special-status wildlife species. Areas along the Los Angeles River, south of the I-710/Willow St. interchange, provide the most valuable habitat

for shorebirds in the BSA. At times, this area hosts concentrations of large numbers of migratory birds, consisting of hundreds of species and thousands of individuals. Shorebirds in particular have been noted along the Los Angeles River. Bridge structures within the BSA provide habitat for various bat species. After a thorough literature review, it was determined that 122 special-status wildlife species have the potential to occur within the BSA.

PROJECT IMPACTS.

BURROWING OWLS. Burrowing owls were detected in two locations during surveys of the BSA. The occupied habitat would be impacted by the build alternatives.

SPECIAL-STATUS SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AND AQUATIC HABITATS. The proposed project is not expected to directly affect any additional animal species as a result of the avoidance and minimization measures described below; however, the I-710 Corridor Project is expected to have indirect and temporary effects on animal species through the loss of potential habitat.

Hydraulic changes to the Los Angeles River could alter the value of the habitat in the lower portion of the river. Potential hydraulic effects are associated with bridge modifications and the relocation of a segment of electrical transmission lines along the edge of the river. However, as analyzed in Section 3.8, the proposed modifications would mimic the existing pier configurations upstream and downstream, and there would be no substantial effects to the water surface elevation, velocity of flood flows, sedimentation, or scour in the vicinity of the new piers. Because there are no substantial effects at the location of the modifications, there are no substantial effects to downstream locations.

SPECIAL-STATUS SPECIES ASSOCIATED WITH BRIDGES AND CREVICES. Project effects to special-status bridge- and crevice-dwelling animal species would include temporary indirect disturbance (such as noise, vibration, dust, night lighting, and human encroachment) from construction.

In addition, construction could temporarily impede access to roost sites (existing and future) in the crevices of bridges, culverts, and overhead structures. Only a small portion of roosting habitat (existing and future) may be permanently altered by the I-710 Corridor Project. However, the widening and modification of bridge, culvert, and overhead structures would more likely increase future potential roosting habitat.

CALIFORNIA SEA LION. The I-710 Corridor Project would include construction or expansion of 28 piers on four bridges over the lower Los Angeles River that could affect California sea lions: the 7th St. bridge (seven piers), Anaheim St. (six piers), Pacific Coast Hwy. (six piers),

and Willow St. (nine piers). A new bridge will be constructed over the lower Los Angeles River at 7th St., while the Anaheim St., Pacific Coast Hwy., and Willow St. bridges will be expanded. Percussive forces generated during any pile-driving activities may result in injury to California sea lions within and adjacent to the BSA, where estuarine habitat exists.

FISH. The percussive forces generated during pile-driving activities may also result in injury and death to fish within the impact area.

Construction of the bridges may also alter movement of fish through the mouth of the Los Angeles River. Assuming that no dewatering of the Los Angeles River is needed to construct the bridges, this impact would be temporary during the period of pile driving and bridge deck construction. Once the pile driving is completed, the bridges would not impede the movement of fish through the channel.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment that are located throughout the BSA. These projects relevant to consideration of impacts to animal species include transportation and development projects that could impact potential habitat for animal species or that may result in direct impacts, such as harassment or take during construction or roadkill during operation of the completed project. Those projects are:

- SR-47 Expressway Project – potential impacts to burrowing owl; special-status species associated with riparian/riverine and aquatic habitats; California sea lion; and fish
- Pier B Railyard Project – potential impacts to special-status species associated with bridges and crevices
- Gerald Desmond Bridge Project – potential impacts to special-status species associated with riparian/riverine and aquatic habitats and bridges and crevices; and fish
- SCIG Project – potential impacts to special-status species associated with riparian/riverine and aquatic habitats and bridges and crevices
- I-5 Corridor Improvement Project – potential impacts to special-status species associated with riparian/riverine and aquatic habitats and bridges and crevices
- I-5 Widening and HOV Lane Project – potential for impacts to animal species
- California High Speed Rail – potential for impacts to animal species
- SR-710 Project – potential for impacts to animal species

CUMULATIVE IMPACTS.

BURROWING OWL. Project effects of the I-710 Corridor Project to habitat for the burrowing owl would not likely threaten the continued existence of the individual(s) identified during the surveys, much less threaten the existence of the species. The environmental document for the SR-47 Expressway Project identifies temporary impacts to the burrowing owl that would be mitigated to not be adverse. Environmental documents for the Pier B Railyard Project, the Gerald Desmond Bridge Project, the SCIG Project, and the I-5 Corridor Improvement Project did not identify impacts to the burrowing owl. Although environmental documents are not available for the I-5 Widening and HOV Lane, California High Speed Rail, and SR-710 projects, any impacts to the burrowing owl would be avoided, minimized, and/or mitigated in order to comply with CEQA and/or NEPA. Therefore, the impacts of the I-710 Corridor Project on this species, in combination with those of reasonably foreseeable projects in the vicinity, would be nominal.

SPECIAL-STATUS SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AND AQUATIC HABITATS. The I-710 Corridor Project's effects to habitat for species dependent on riparian/riverine and aquatic habitats would not likely threaten the continued existence of the populations nearby, much less threaten the existence of the species. The environmental documents for the SR-47 Expressway Project, the Gerald Desmond Bridge Project, the SCIG Project, and the I-5 Corridor Improvement Project identify impacts to these species but also identify avoidance, minimization, and/or mitigation measures to offset these impacts. Although environmental documents are not available for the I-5 Widening and HOV Lane, California High Speed Rail, and SR-710 projects, any impacts to habitat for species dependent on riparian/riverine and aquatic habitats would be avoided, minimized, and/or mitigated in order to comply with CEQA and/or NEPA. Therefore, the impacts of the I-710 Corridor Project, in combination with those of reasonably foreseeable projects in the vicinity, would result in incremental, cumulative effects on these species.

SPECIAL-STATUS SPECIES ASSOCIATED WITH BRIDGES AND CREVICES. The widening and modification of bridge, culvert, and overhead structures for the I-710 Corridor Project and the project's listed above, would likely increase future potential roosting habitat if additional crevices are created within the new or modified structures.

CALIFORNIA SEA LION. The I-710 Corridor Project would increase the ambient noise level and activity in the vicinity of the 7th St., Anaheim St., and Pacific Coast Hwy. bridges during construction, which may affect California sea lions that occasionally use the river channel. If construction occurs concurrent with other Los Angeles River redevelopment activities, noise levels could be elevated well above ambient levels. Based on the environmental document for the SR-47 Expressway Project, an Incidental Harassment Authorization may be required

for project construction effects on the California sea lion. The SR-47 Expressway Project will not be under construction at the same as the I-710 Corridor Project; therefore, these construction-related impacts will not result in a temporary cumulative impact to the California sea lion. The environmental documents for the Pier B Railyard Project, the Gerald Desmond Bridge Project, the SCIG Project, and the I-5 Corridor Improvement Project did not identify impacts to the California sea lion. As the I-5 Widening and HOV Lane, California High Speed Rail, and the SR-710 projects are all located far from California sea lion habitat, no impacts to this species will occur. Therefore, no cumulative impacts to the California sea lion will occur.

FISH. The I-710 Corridor Project would increase the ambient noise levels in the vicinity of the Los Angeles River during construction. Based on the environmental documents for the SR-47 Expressway Project and the Gerald Desmond Bridge Project, temporary impacts to fish species and their habitats will occur. However, these projects will not be under construction at the same time as the I-710 Corridor Project; therefore, these construction-related impacts will not result in temporary cumulative impacts to fish species and their habitats. As the SCIG Project, the I-5 Corridor Improvement Project, the I-5 Widening and HOV Lane Project, the California High Speed Rail Project, and the SR-710 Project are all located far from fish species habitat, no impacts will occur. Therefore, no cumulative impacts to the fish species and their habitat will occur.

It should also be noted that the Los Angeles River Master Plan and the RiverLink Plan will enhance the natural environment in the Study Area that may result in habitat improvements for the species listed above in this section.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES.

BURROWING OWL. To ensure that any burrowing owls that may occupy the site in the future are not affected by construction activities, preconstruction surveys would be required. If any of the preconstruction surveys determine that burrowing owls are present, one or more of the following measures may be required: (1) avoidance of active nests and the surrounding buffer area during construction activities; (2) passive relocation of individual owls; (3) active relocation of individual owls; and (4) preservation of on-site habitat with long-term conservation value for the owl.

SPECIAL-STATUS SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AND AQUATIC HABITATS. Because these species occupy the riparian/riverine and aquatic natural communities, avoidance and minimization efforts for special-status riparian/riverine and aquatic animal species would be the same as those described for the riparian/riverine natural communities in Section 3.25.4.15 of this Draft EIR/EIS.

SPECIAL-STATUS SPECIES ASSOCIATED WITH BRIDGES AND CREVICES. Preconstruction surveys performed by a qualified bat biologist would be required to assess the potential for use of the project area as a maternity roost. To prevent potential effects to bridge and crevice nesting bats, all work on existing bridges with potential bat habitat conducted between December 1 and October 31 would have bat exclusion devices installed under the supervision of a qualified biologist.

CALIFORNIA SEA LION. Due to the deterrent effect of construction noise, if present during construction, it is anticipated that most California sea lions would avoid the BSA, but it is possible that some individuals may be present in the work area at various times during construction activity. Therefore, measures proposed in the Fisheries Management Plan to be prepared for the I-710 Corridor Project would provide avoidance and minimization measures that would be suitable for California sea lions, should they be present in the lower Los Angeles River during construction.

FISH. Acoustic monitoring as stipulated in the *Final Technical Guidance for Assessment and Mitigation of the Hydroacoustic Effects of Pile Driving on Fish* (ICF Jones & Stokes and Illingworth and Rodkin 2009) would be conducted during pile-driving activities. If pile driving exceeds the thresholds of 206 decibels (dB) peak or 183 dB Sound Exposure Level (SEL), attenuation devices would be used to bring the sound levels below the threshold levels.

Construction of the I-710 Corridor Project on dry land is not expected to impact fish, provided that sediments and construction materials are retained on land and measures are implemented to prevent the movement of soil, concrete, and other construction materials into the river channel.

The reasonably foreseeable projects with potential to affect the species listed above will include similar avoidance, minimization, and/or mitigation measures in order to comply with CEQA and/or NEPA. Therefore, adverse cumulative impacts to these species are not anticipated as a result of the I-710 Corridor Project.

3.25.4.19 THREATENED AND ENDANGERED SPECIES

The analysis in this section is based on Sections 3.20 and 3.24.3.20 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for threatened and endangered species is consistent with the BSA. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The BSA also includes a portion of major transportation corridors connecting to I-710, including I-405, SR-91, I-105, and I-5, to accommodate for the proposed interchange

improvements. The project passes through mostly urban settings consisting of residential areas, industrial warehouses, and commercial businesses. The entire BSA is located within the Los Angeles River Watershed.

HEALTH AND HISTORICAL CONTEXT. Historically, the health of this resource has become more degraded by development over time but suitable habitat for some threatened/endangered species is present as described below.

THREATENED AND ENDANGERED PLANT SPECIES. The BSA supports suitable habitat for a few special-status plant species that are tolerant of conditions within or adjacent to an urban environment. After a thorough literature review, it was determined that a total of 38 special-status plant species have the potential to occur in or within the vicinity of the BSA. During surveys of the BSA, no threatened or endangered plant species were identified.

THREATENED AND ENDANGERED ANIMAL SPECIES. The BSA supports suitable habitat for a variety of special-status wildlife species. Areas along the Los Angeles River south of the I-710/Willow St. interchange provide the most valuable habitat for shorebirds in the BSA. After a thorough literature review, it was determined that 122 special-status wildlife species have the potential to occur within the BSA. A total of 27 of these species are listed as Federally and/or State-listed endangered or threatened, or proposed or delisted endangered or threatened, or are considered California Fully Protected (CFP) species by the State. Four of the 27 animal species that are Federally and/or State-listed as endangered or threatened, proposed endangered or threatened, or State or Federally delisted, or that are considered CFP species by the State of California, have been observed recently, or potentially suitable habitat for them still exists within the BSA. Delisting of the brown pelican and peregrine falcon has been authorized and is near completion. The three remaining Federally listed species, the Federally listed as threatened green turtle and the Federally and State-listed as endangered California least tern and western snowy plover do not occur within the BSA with any regularity, but there is some potential for these species to use downstream areas of the Los Angeles River.

PROJECT IMPACTS. Construction activities within the Los Angeles River channel would be planned carefully to prevent any disturbance of normal river processes that might affect the green turtle, the California least tern and western snowy plover, or other species using the river itself or the marine environment at its mouth.

Any green turtles that might visit the area around the mouth of the Los Angeles River could be affected indirectly by changes in water quality originating upstream. Such changes could involve increased pollution levels, increased turbidity, or impacts on sea grasses and algae on which green turtles feed.

The western snowy plover has only been observed in the BSA as an infrequent, nonbreeding visitor. Due to the lack of nesting habitat, the infrequency of foraging activity, and measures for avoidance and minimization of construction impacts on foraging habitat, the proposed project is not expected to adversely affect the western snowy plover.

California least terns could be affected indirectly by project-generated changes in water quality. Such changes could involve increased pollution levels, increased turbidity, or impacts on the fish on which they feed. New bridge structures could result in occasional bird strikes. This species leaves California altogether for more than half of each year so that, other than potential long-term effects on fish populations, there would be no potential effects when the species is absent.

REASONABLY FORESEEABLE ACTIONS. Most of the lands surrounding the BSA are highly urbanized and have already been developed. Those areas not already developed have generally been preserved as city parks or restored areas. Reasonably foreseeable actions with particular relevance to threatened and endangered species include all transportation and development projects that could result in impacts to potential habitat for these species or that may result in direct impacts to these species, such as harassment or take during construction or roadkill during operation of the completed project. Those projects are:

- SR-47 Expressway Project
- Pier B Railyard Project
- Gerald Desmond Bridge Project
- SCIG Project
- I-5 Corridor Improvement Project
- California High Speed Rail
- SR-710 Project

CUMULATIVE IMPACTS. As identified in the environmental documents for the SR-47 Expressway Project, the Pier B Railyard Project, the Gerald Desmond Bridge Project, the SCIG Project, and the I-5 Corridor Improvement Project, construction activities may incrementally result in impacts similar to those described above for the I-710 Corridor Project. However, these impacts have been identified as being strictly temporary during construction. Although environmental documents are not available for the California High Speed Rail Project and the SR-710 Project, any impacts to threatened and endangered species would be avoided, minimized, and/or

mitigated to comply with CEQA and/or NEPA. Therefore, the impacts of the I-710 Corridor Project, in combination with reasonably foreseeable projects in the vicinity, would result in minor incremental, cumulative effects on the green turtle, western snowy plover, and the California least tern.

It should also be noted that the Los Angeles River Master Plan and the RiverLink Plan will enhance the natural environment in the Study Area that may result in habitat suitable for threatened and endangered species.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. The avoidance and minimization measures outlined above for estuarine and riparian/riverine habitats will ensure that effects to green turtles, western snowy plovers, and California least terns from implementation of any of the proposed build alternatives are absent or minimal.

3.25.4.20 INVASIVE SPECIES

The analysis in this section is based on Sections 3.21 and 3.24.3.21 of this Draft EIR/EIS and the *Natural Environment Study* (January 2012) prepared for the project.

RESOURCE STUDY AREA. The RSA for plant species is consistent with the BSA. The BSA is approximately 18 linear miles along the I-710 Corridor, from Ocean Blvd. to SR-60. The BSA also includes a portion of the major transportation corridors connecting to I-710, including I-405, SR-91, I-105, and I-5, to accommodate for the proposed interchange improvements. The entire BSA is located within the Los Angeles River Watershed.

HEALTH AND HISTORICAL CONTEXT. On February 3, 1999, President Clinton signed Executive Order (EO) 13112, requiring Federal agencies to combat the introduction or spread of invasive species in the United States. Exotic plant species exist within the nonnative plant communities throughout the BSA, within patches of native plant communities, and in areas that have been disturbed by human uses. Exotic species are typically more numerous adjacent to roads and developed areas and frequently border the ornamental landscape. A total of 23 exotic plant species occurring on the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory were identified within the BSA.

PROJECT IMPACTS. Highway corridors provide opportunities for the movement of invasive species through the landscape. Invasive plant or animal species can move on vehicles and in the loads they carry. Invasive plants can be moved from site to site during spraying and mowing operations. Weed seed can be inadvertently introduced into the BSA during construction on equipment and through the use of mulch, imported soil or gravel, and sod. In compliance with EO 13112, a weed abatement program would be developed for the I-710 Corridor Project, and

temporarily affected areas would be revegetated with plant species to help prevent the introduction or spread of invasive species as a result of the proposed project.

REASONABLY FORESEEABLE ACTIONS. The reasonably foreseeable actions would occur in the areas that are planned for development or redevelopment that are located throughout the BSA. The reasonably foreseeable actions are listed in Table 3.25-2. All projects involving construction have potential concerns regarding invasive species.

CUMULATIVE IMPACTS. Most of the lands surrounding the BSA are highly urbanized and have already been developed. Those areas not already developed have generally been preserved as city parks or restored areas. Probable future projects in the vicinity (both transportation-related and nontransportation-related) were reviewed as part of this analysis. The weed abatement program that would be implemented as part of the proposed project would minimize any potential project contribution to cumulative effects related to invasive species.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES. In compliance with EO 13112, a weed abatement program would be developed, and temporarily affected areas would be revegetated with plant species to help prevent the introduction or spread of invasive species. Eradication strategies would be employed should an increase in invasive plants occur. Similar weed abatement and evaluation strategies would be implemented for reasonably foreseeable actions.