



FINAL REPORT

COMMUNITY IMPACT ASSESSMENT ADDENDUM 1 INTERSTATE 710 CORRIDOR PROJECT BETWEEN OCEAN BOULEVARD AND THE STATE ROUTE 60 INTERCHANGE 07-LA-710-PM 4.9/24.9 EA 249900 WBS ID:165.10.15

Prepared for



Los Angeles County
Metropolitan Transportation Authority

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INTRODUCTION

To address concerns regarding the potential local impacts of the Interstate 710 (I-710) Corridor Project build alternatives compared to the No Build Alternative (Alternative 1) at the north end of the project between the northern terminus of the freight corridor in Vernon and the northern terminus of the project at State Route 60 (SR-60), a design option known as the Zero Emission Extension (ZEE) was developed. For background, all 2035 Alternatives show reduced cancer risk impacts compared to the 2008 base year for all residential areas along the I-710. However, 2035 Build Alternatives 6B and 6C include a zero-emission freight corridor component that reduces cancer risk and other impacts compared to the 2035 No Build Alternative along much of the I-710 freeway but not in the area between the northern terminus of the freight corridor and the northern terminus of the project at SR-60. The ZEE Design Option is a variation on Alternatives 6B and 6C North End Design Option 1.

This report is an addendum to the *Final Community Impact Assessment* (CIA, March 2012) prepared for the I-710 Corridor Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) that analyzes the potential community impacts as a result of the ZEE Design Option.

PROJECT DESCRIPTION

The Zero-Emission Truck Extension Design Option applies only to Alternatives 6B and 6C. This option will provide the ability for zero-emission trucks to operate in zero-emission mode via an extension of the overhead catenary electric power distribution system on I-710 in both the northbound and southbound directions between the northern terminus of the freight corridor connector ramps to/from the I-710 general purpose lanes, located south of the Bandini Blvd./I-710 interchange and the SR-60 mainline overcrossing of the I-710. These zero-emission electric trucks are assumed to receive electric power while traveling along the two outermost general purpose lanes (in each direction) via an overhead catenary electric power distribution system (road-connected power, as along the freight corridor). The zero-emission trucks exiting (northbound) or entering (southbound) the freight corridor are assumed to be operating in zero-emission mode under this design option along this segment of I-710.

METHODOLOGY

The I-710 Corridor Project Study Area (Study Area) includes 17 cities and portions of unincorporated Los Angeles County, including the unincorporated community of East Los Angeles, East Rancho Dominguez, and Rancho Dominguez, that are located either directly adjacent to the project limits in which the direct impacts would occur or where indirect impacts of the project may occur. For the purposes of this Addendum, only the City of Commerce and the community of East Los Angeles are further analyzed to determine potential impacts from the



ZEE Design Option because the design option limits are from the Bandini Blvd./I-710 interchange to SR-60.

Section 4.1 of the *Final Community Impact Assessment* describes the general study methods and procedures used to analyze each topic for each city/community within the Study Area and these study methods and procedures have also been applied to the ZEE Design Option for purposes of this Addendum. Please refer to the *Final Community Impact Assessment* for additional detail on each study method/procedure.

ENVIRONMENTAL CONSEQUENCES

CITY OF COMMERCE

The ZEE Design Option would not result in additional right-of-way for Alternatives 6B and 6C within the City of Commerce; therefore, direct impacts to land use, community facilities, relocations, and community character and cohesion within the City of Commerce for Alternatives 6B and 6C would be the same as those documented in Section 5.6 of the *Final Community Impact Assessment*.

The ZEE Design Option would result in minor increased indirect visual impacts within the community as compared to the base cases for Alternatives 6B and 6C because the overhead catenary electric power distribution system would extend further north from the freight corridor along two outermost general purpose lanes of the I-710 mainline and would be visible to adjacent areas. However, these impacts are not substantially greater than the Alternatives 6B and 6C base case conditions within the City of Commerce because the introduction of the overhead catenary system along I-710 would be a minor change to the existing visual environment, which includes utility poles, highway lighting, and billboards. Portions of the overhead catenary system would be screened from view by the soundwalls proposed for the project. Where the soundwalls would not fully screen the view of the overhead catenary system, mitigation measures for visual impacts have previously been identified in the *Visual Impact Assessment* (December 2011) prepared for the project to reduce potential visual impacts within the I-710 Corridor. These measures would also apply to the affected areas by the ZEE Design Option where visual impacts can be reduced.

No changes in access would result from the ZEE Design Option since the design option would not require refinements to I-710 mainline and freight corridor ramps or local roadways.

Air quality and health risk impacts in the areas proposed for the extension of overhead catenary electric power distribution system under the ZEE Design Option in the City of Commerce would be reduced in those areas between the northerly terminus of the freight corridor and SR-60. In the City of Commerce, the ZEE Design Option would result in the same type of incremental cancer risk reduction in those areas between the northerly terminus of the freight corridor and SR-60 that are seen along the zero-emission freight corridor in Alternatives 6B and 6C. This is



in contrast to the increase in incremental cancer risk seen north of the rail yards under the base case conditions for Alternatives 6B and 6C.¹

Overall, the ZEE Design Option would not result in adverse community impacts to the City of Commerce, and air quality/health risk would be improved. These beneficial effects would apply to all populations within the City of Commerce, including environmental justice (minority and low income) populations.

EAST LOS ANGELES

The ZEE Design Option would not result in additional right-of-way for Alternatives 6B and 6C within East Los Angeles; therefore, direct impacts to land use, community facilities, relocations, and community character and cohesion within East Los Angeles for Alternatives 6B and 6C would be the same as those documented in Section 5.6 of the *Final Community Impact Assessment*.

The ZEE Design Option would result in new indirect visual impacts as compared to the base cases for Alternatives 6A and 6B since the overhead catenary electric power distribution system would extend north along two outermost general purpose lanes of the I-710 mainline and would be visible from adjacent areas within East Los Angeles. Community facilities within 0.5 mile from the improvements may experience a very minor indirect visual impact due to the addition of a new vertical element in the existing visual setting. These facilities include the following:

- Humphreys Avenue Elementary School
- Ford Boulevard Elementary School
- El Camino Real Library
- Fire Station No. 3
- Saint Save Serbian Orthodox Church
- Grace Chapel
- Iglesia Bautista Fundamental
- East Los Angeles Baptist Church

¹ Environ. March 2012. *Addendum 1 Air Quality and Health Risk Technical Study for the Zero Emission Extension Design Option*.



- Calvary Mortuary
- Home of Peace Memorial Park

Please refer to Section 4.14 in the *Final Community Impact Assessment* for additional details on each of these community facilities.

As discussed above for the City of Commerce, where the soundwalls would not fully screen the view of the overhead catenary system, mitigation measures were previously identified in the *Visual Impact Assessment* prepared for the project, and these measures would also apply for the community facilities identified above and the adjacent areas in East Los Angeles where visual impacts can be reduced.

No changes in access would result from the ZEE Design Option within East Los Angeles since the design option would not require design refinements to I-710 mainline and freight corridor ramps or local roadways within East Los Angeles.

In addition, as discussed above for the City of Commerce, air quality and health risk impacts in the areas proposed for the extension of the overhead catenary electric power distribution system under the ZEE option within East Los Angeles would experience reductions in impacts. The ZEE Design Option would result in the same type of incremental cancer risk reduction in those areas between the northerly terminus of the freight corridor and SR-60 that are seen along the zero-emission freight corridor in Alternatives 6B and 6C.¹

Overall, the ZEE Design Option would not result in adverse community impacts to East Los Angeles and air quality/health risk would be improved. These beneficial effects would apply to all populations within East Los Angeles, including environmental justice (minority and low income) populations.

CONCLUSIONS

Other than minor visual impacts resulting from the introduction of the overhead catenary system between the northern terminus of the freight corridor and SR-60, the ZEE Design Option does not result in adverse community impacts with the Study Area, specifically within the City of Commerce and East Los Angeles, and no additional avoidance or mitigation measures are required. The ZEE Design Option has a beneficial community impact within the City of Commerce and the community of East Los Angeles as a result of improved air quality and reductions in health risk.

¹ Environ. March 2012. *Addendum 1 Air Quality and Health Risk Technical Study for the Zero Emission Extension Design Option.*