AGENDA

CITY OF CARSON

REGULAR MEETING OF THE ENVIRONMENTAL COMMISSION

701 East Carson Street, Carson, CA 90745

EXECUTIVE CONFERENCE ROOM, 2ND FLOOR

Wednesday, September 3, 2014

6:30 p.m.

1. **CALL TO ORDER:**

2. **PLEDGE OF ALLEGIANCE:**

3. **ROLL CALL:** Environmental Commissioners: Burr, Hellerud, Hopson, Jimenez, Love, Mack, Muckey, Perry, Taylor

4. **AGENDA POSTING CERTIFICATION:** In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's office at 310-952-1720 at least 48 hours prior to the meeting. (Government Code Section 54954.2)

5. **AGENDA APPROVAL:**

6. **ORAL COMMUNICATIONS:** For items **NOT** on the agenda. Speakers are limited to three minutes.

7. **MINUTES APPROVAL:**
   a. July 2, 2014
   b. August 6, 2014

8. **UNFINISHED BUSINESS**
   a. N/A

9. **NEW BUSINESS**
   a. California Cap and Trade Expenditure Plan
   b. Los Angeles Regional Interoperable Communications Systems Land Mobile Radio System Initial Study

10. **WRITTEN COMMUNICATIONS**
    a. N/A

11. **ORAL COMMUNICATIONS**
    a. Audience
    b. Commissioners
    c. Staff
       i. Oil Code Update Community Workshop

12. **ADJOURNMENT**

Upcoming Meetings: October 1, November 5, December 3

MINUTES
ENVIRONMENTAL COMMISSION
July 2, 2014

6:30 PM

CALL TO ORDER: 6:41 pm

PLEDGE OF ALLEGIANCE: Chairperson Love

ROLL CALL: Planner Saied Naaseh called the roll as follows:

Present: Commissioners: Burr, Hellerud, Hopson, Jimenez, Love, Mack, Muckey, Perry, Taylor.

Absent: N/A

Staff Present: Planner Saied Naaseh

SECRETARY'S REPORT

N/A

AGENDA APPROVAL

Approved 7-0

MINUTES APPROVAL

a. June 4, 2014, Approved 8-0.

UNFINISHED BUSINESS

a. N/A

NEW BUSINESS

a. **Examples of Other General Plans,** Staff provided a brief overview and stated that Commission should think about the future policies that the Commission would like the City Council to consider improving the environment and health of Carson residents.
b. **List of Specific Recommendations to City Council,** Commission agreed to compile a list of environmentally friendly policies that the Commission would like the Council to consider.
c. **Countywide Integrated Waste Management Plan Initial Study,** the Commission stated that they would like to review the DEIR when it is available.

WRITTEN COMMUNICATIONS

a. **Kinder Morgan Good Neighbor Agreement in reference to Kinder Morgan, Asthma Allergy Foundation, "Asthma Bus" for LA Unified School District.** Staff provided the requested information to the Commission.

ORAL COMMUNICATIONS

a. **Audience,**
   i. Mike Terry, Verengo Solar, provided a presentation regarding the benefits of solar energy.

b. Commissioners,
   i. During a discussion of public outreach, Commission expressed an interest on exploring online surveys, e-blasts, and other means of outreach for the population that is not computer savvy.
   ii. Discussed future policy regarding outreach.
   iii. Policy regarding improving air quality.
   iv. Placing transit map on the Environmental Commission webpage.

c. Staff
   i. **Shell CRP Tour,** Commission expressed an interest on taking the tour as a group.

AJOURNMENT

At 7:58 pm, the meeting was adjourned to August 6, 2014, 6:30 pm.

CHAIRPERSON LOVE

ATTEST:

SAIED NAASEH, ASSOCIATE PLANNER

MINUTES
ENVIRONMENTAL COMMISSION
August 6, 2014

6:30 PM

CALL TO ORDER: 6:50 pm

PLEDGE OF ALLEGIANCE: Chairperson Love

ROLL CALL: Planner Saied Naaseh called the roll as follows:

Present: Commissioners: Hellerud, Hopson, Jimenez, Mack, Muckey, Perry, Taylor.

Absent: Burr (EA), Love (EA)

Staff Present: Planner Saied Naaseh

SECRETARY'S REPORT

N/A

AGENDA APPROVAL

Approved 6-0

MINUTES APPROVAL

a. July 2, 2014, Approved delayed to September 3, 2014.

UNFINISHED BUSINESS

a. N/A

NEW BUSINESS

a. **Examples of Other General Plans,** Sarah Oliveira provided an overview of the General Plans she has reviewed and recommended some goal s and policies for Commission's future consideration.
b. **Southern California Edison Residential Energy Audits,** Staff provided and overview. Commissioner Taylor shared with the Commission that he has filled out the survey and has received the results of the audit from SCE.
c. **Comments on the Los Angeles County General Plan Draft Environmental Impact Report,** Staff discussed the concerns regarding potential impacts to the City services and the need for providing a program for multi-modal transportation options in TOD areas.

WRITTEN COMMUNICATIONS

a. N/A

ORAL COMMUNICATIONS

a. **Audience**,

i. Peter Rashkin, Expressed concerns regarding frequency of street sweeping and park maintenance. Staff will provide the contact information for staff responsible for Maintenance.

b. Commissioners,

i. Discussed whether bikes are allowed to ride on the street.
ii. Discussed Famers market location and difficulty to find parking.
iii. Discussed community garden and teaming up with the Beautification Committee.
iv. Discussed September 4th presentation to the Carson Community Club.
v. Discussed reviewing comments from the Survey at the next meeting.

c. Staff

i. Reminded the Commission of the upcoming Shell tour.
ii. Reminded the Commission regarding the Oil Code Update Community Workshop on August 21st.
iii. Discussed posting the website and Facebook as means of community outreach

AJOURNMENT

At 8:08 pm, the meeting was adjourned to September 3, 2014, 6:30 pm.

_____
CHAIRPERSON LOVE

ATTEST:

_____
SAIED NAASEH, ASSOCIATE PLANNER

CITY OF CARSON

STAFF COMMUNICATION TO
THE ENVIRONMENTAL COMMISSION

NEW BUSINESS September 3, 2014

SUBJECT: California Cap and Trade Expenditure Plan

REQUEST: Review, discuss, provide feedback on California's Cap and Trade Expenditure Plan, and initiate strategies to benefit the City of Carson

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I. Introduction

The Cap and Trade Program (Program) was established as a result of California Global Warming Solutions Act of 2006 or AB 32 to reduce greenhouse gas emissions (GHGs). The Program sets a statewide limit on the GHG sources responsible for 85 percent of the California GHG emissions. It is anticipated that the Program will be responsible for approximately 30 percent of the required GHG reductions.

The Program, through an auction mechanism, establishes financial incentives for industries subject to the statewide cap to make long-term investments to reduce GHG. The 2014-15 California State Budget provides a brief summary of the Program and allocations of the $832 million that are generated by the Program, refer to Exhibit 1.

II. Background

The Program has identified the following businesses in Carson that are subject to cap and trade:

- BP West Coast Products, Carson Refinery
- Air Products Carson Hydrogen Plant
- Phillips 66 Company - Los Angeles Refinery - Carson Plant
- Rhodia – Dominguez
- Carson Cogeneration Co
- Tesoro Refining & Marketing Company LLC – SRP
- LACSD - Joint Water Pollution Control Plant

III. Analysis

SB 535 requires the State to invest a minimum of 10 percent or $83.2 million of the auction proceeds within the most disadvantaged communities and at least 25 percent or $20.8 million of the proceeds be invested to benefit these communities.

Disadvantaged communities will be determined by Cal EPA using the CalEnviroScreen tool. CalEnviroScreen tool shows all 19 Carson census tracts above the 50 percentile. Three census tracts have the highest ratings in the 96-100 percentiles, refer to Exhibits 2 and 3. The following table summarizes the Carson's scores and compares them to the approximately 8,000 census tracts in the state:

	# of Carson Census Tracts	# of State Census Tracts	
96-100	3	400	
91-95	1	400	
86-90	4	400	
81-85	3	400	
76-80	2	400	
71-75	1	400	
66-70	2	400	
61-65	2	400	
56-60	0	400	
51-55	1	400	
0-50	0	4,000	
Total	19	8,000	

CalEnviroScreen scores are calculated by the formula as described in Exhibit 4. City of Carson seems to be in a very good position to apply for portions of the $832 million allocated in the 2014-15 State budget for the Program. These funds can be used for projects in Carson to reduce GHGs. Three project categories have been identified by the Program:

- Sustainable communities and clean transportation
- Energy Efficiency and Clean Energy
- Natural resources and waste diversion

Currently, no other details are available on how cities can apply for these funds. As information becomes available, staff will provide updates to the Commission. Meanwhile, Commission and staff need to think about projects that could assist the City to reduce GHGs. In addition, the City needs to be mindful of funds allocated for projects that could fit into the three categories identified above since these projects could be paid for by the funds City could potentially receive through the Program.

IV. Recommendation

Review, discuss, provide feedback on California's Cap and Trade Expenditure Plan, and initiate strategies to benefit the City of Carson.

V. **Exhibits**

1. 2014-15 California State Budget
2. CalEnviroScreen Scores for Carson Census Tracts
3. Carson Census Tracts and CalEnviroScreen Score Percentiles
4. CalEnviroScreen Scoring Table

Prepared by: _____

Saied Naaseh, Associate Planner

Cap and Trade Expenditure Plan

The California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing greenhouse gas emissions (GHGs). To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade. The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and transformational technological and scientific innovations. The Cap and Trade program provides GHG emitters the flexibility to implement the most efficient options to reduce GHG emissions. Based on the first update to the Climate Change Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHG emissions to 1990 levels by 2020.

Chapter 830, Statutes of 2012 (SB 535), requires that the state invest at least 10 percent of the auction proceeds within the most disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities. The California Environmental Protection Agency, directed by SB 535, will determine the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group.

The Budget provides $832 million of Cap and Trade proceeds to support existing and pilot programs that will reduce GHG emissions and meet SB 535 goals (see Figure CAP-01). This expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The Budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high-speed rail. The remaining proceeds will be allocated in future budgets.

Figure CAP-01

Cap and Trade Expenditure Plan

(Dollars in Millions)

Investment Category	*Department*	*Program*	*2014-15*	*Ongoing*
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	$250	25 percent
	State Transit Assistance	Low Carbon Transit Operations Program	$25	35 percent
	Caltrans	Transit and Intercity Rail Capital Program	$25	
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	$130	
	Air Resources Board	Low Carbon Transportation	$200	Annual Appropriations
Energy Efficiency and Clean Energy*	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	$75	Annual Appropriations
	Energy Commission	Energy Efficiency for Public Buildings	$20	
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	$15	
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	$25	Annual Appropriations
	Department of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	$42	
	Cal Recycle	Waste Diversion	$25	
Total			**$832**	

* Emergency drought legislation enacted in February 2014 included $40 million of Cap and Trade funds for water use efficiency projects.

Specifically, the Cap and Trade Expenditure Plan invests in the following programs:

SUSTAINABLE COMMUNITIES AND CLEAN TRANSPORTATION

- High-Speed Rail—$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment of 25 percent of future Cap and Trade proceeds to the high-speed rail project and specifies that $400 million remaining from a prior General Fund loan also be available for the project. This long-term funding commitment allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.

- Low Carbon Transit Operations Program—$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of 5 percent of future auction proceeds for this purpose.

- Transit and Intercity Rail Capital Program—$25 million for Caltrans to administer a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of 10 percent of future auction proceeds for this purpose.

- Affordable Housing and Sustainable Communities Program—$130 million to support the implementation of sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.

The Budget also provides an ongoing commitment of 20 percent of future auction proceeds for this program and requires that at least half of the expenditures be allocated for affordable housing projects.

- Low Carbon Transportation—$200 million for the Air Resources Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

ENERGY EFFICIENCY AND CLEAN ENERGY

- Weatherization Upgrades/Renewable Energy—$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.

- Energy Efficiency in Public Buildings—$20 million for the Energy Resources Conservation and Development Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.

- Agricultural Energy and Operational Efficiency—$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

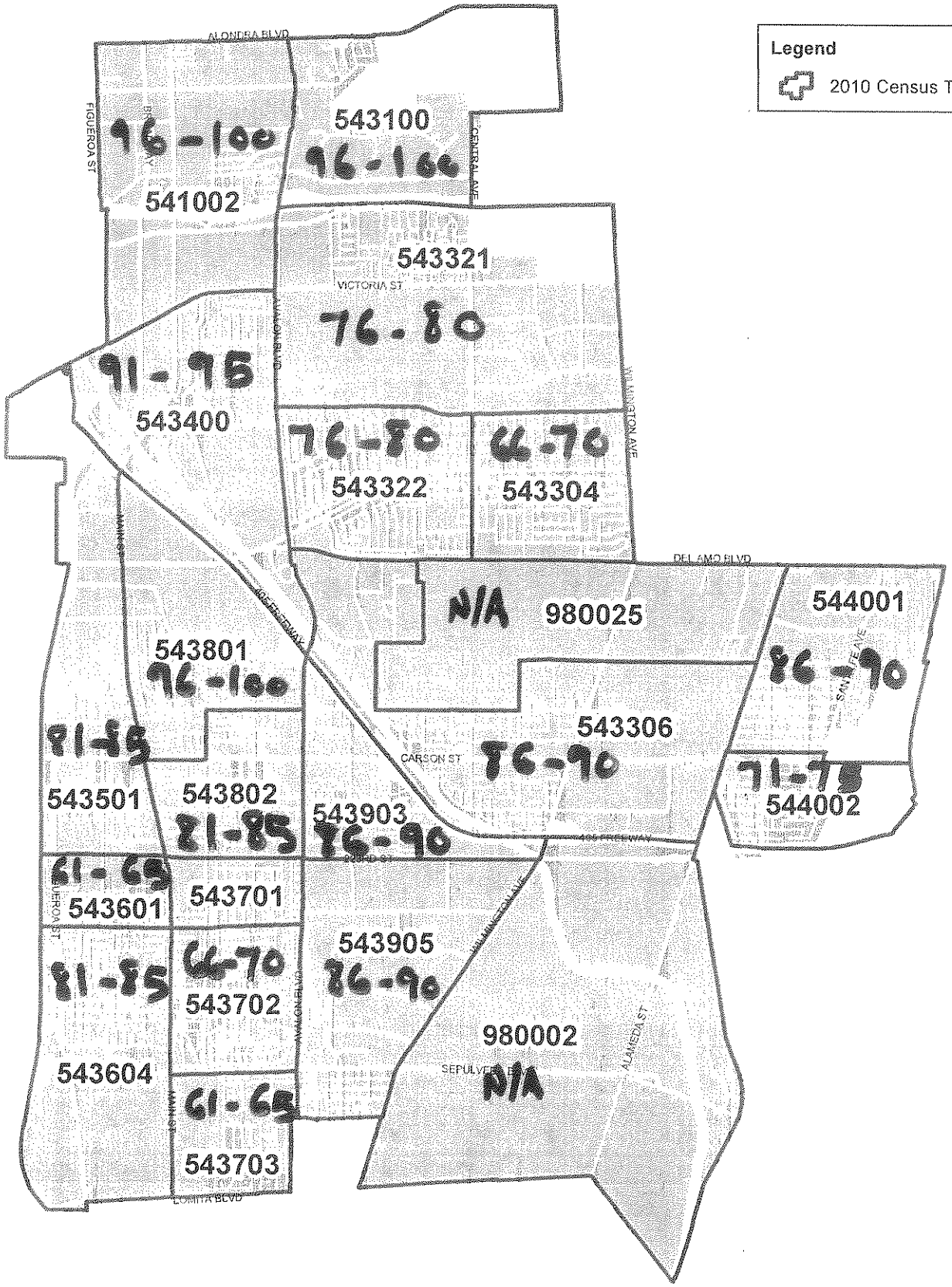
Natural Resources and Waste Diversion

- Wetlands and Coastal Watersheds—$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan and are integral to developing a more sustainable water management system statewide.

- Fire Prevention and Urban Forests—$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.

- Waste Diversion—$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

Census Tract	Total Population	California County	ZIP	City	Longitude	Latitude	CES 2.0 Score	CES 2.0 Percentile Range
6037543701	2994	Los Angeles	90745	Carson	-118.269697	33.8216408	25.38	51-55%
6037543601	3910	Los Angeles	90745	Carson	-118.2814216	33.8216423	29.74	61-65%
6037543703	3472	Los Angeles	90745	Carson	-118.2701989	33.8026513	29.05	61-65%
6037543304	6061	Los Angeles	90746	Carson	-118.2413562	33.8522481	33.16	66-70%
6037543702	7083	Los Angeles	90745	Carson	-118.2696681	33.8135657	33.00	66-70%
6037544002	3142	Los Angeles	90810	Long Beac	-118.2179347	33.8289273	35.18	71-75%
6037543321	5418	Los Angeles	90747	Carson	-118.25076	33.8656664	39.33	76-80%
6037543322	6611	Los Angeles	90746	Carson	-118.2569604	33.8525481	37.03	76-80%
6037543501	6805	Los Angeles	90745	Carson	-118.2825106	33.8387785	42.18	81-85%
6037543604	5620	Los Angeles	90745	Carson	-118.279506	33.8095428	40.37	81-85%
6037543802	7126	Los Angeles	90745	Carson	-118.2697206	33.8293509	43.33	81-85%
6037543306	7214	Los Angeles	90745	Carson	-118.2427443	33.8342784	45.51	86-90%
6037543903	3804	Los Angeles	90745	Carson	-118.2576884	33.8296613	45.76	86-90%
6037543905	4510	Los Angeles	90745	Carson	-118.2550214	33.8155623	45.07	86-90%
6037544001	4791	Los Angeles	90810	Long Beac	-118.2165909	33.8388248	43.75	86-90%
6037543400	4090	Los Angeles	90746	Carson	-118.2687215	33.8526247	51.48	91-95%
6037541002	3209	Los Angeles	90746	Carson	-118.2728118	33.8751813	58.74	96-100% (highest scores)
6037543100	6759	Los Angeles	90220	Compton	-118.2539533	33.881033	60.32	96-100% (highest scores)
6037543801	5263	Los Angeles	90745	Carson	-118.2732944	33.8414725	57.17	96-100% (highest scores)
6037980002	0	Los Angeles	90745	Carson	-118.2386708	33.8104081	NA	NA
6037980025	0	Los Angeles	90745	Carson	-118.240029	33.8433748	NA	NA



City of Carson
2010 Census Tracts

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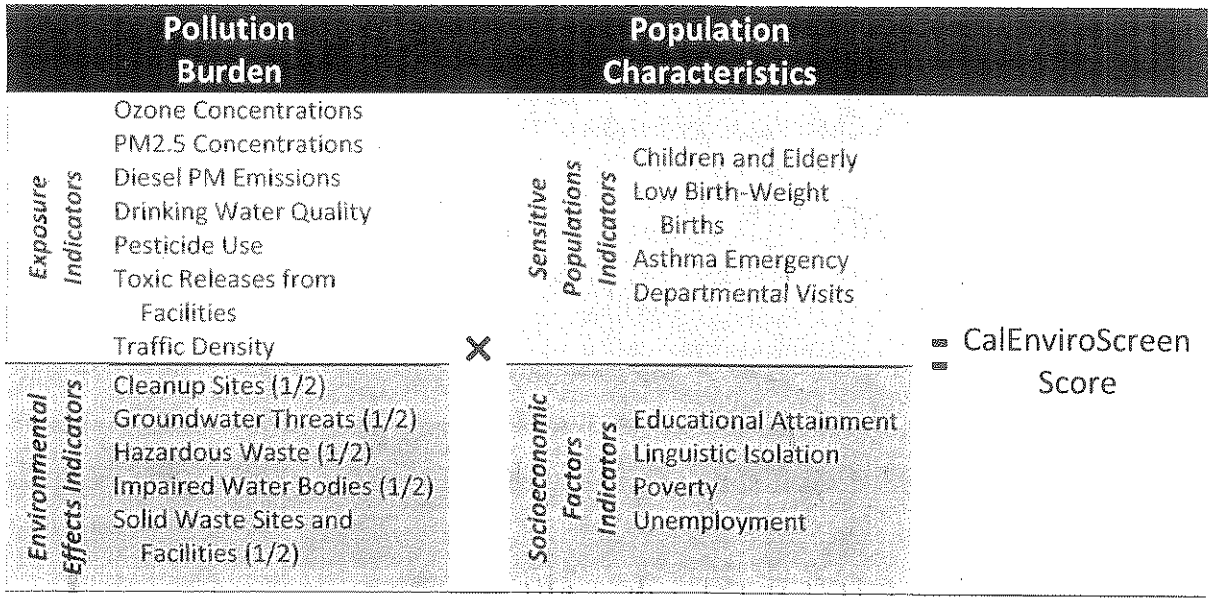
Angeles and Oakland in August and September. An opportunity will also be provided for the submission of written comments and for proposals on other approaches not considered below.

Based on the information discussed here, plus the comments received at the workshops and in writing in the next several weeks, it is anticipated that CalEPA will identify disadvantaged communities for purposes of implementing SB 535 by the end of September 2014.

CALENVIROSCREEN

CalEnviroScreen was developed by OEHHA at the request of CalEPA to identify California's most pollution-burdened and vulnerable communities. The most recent version, CalEnviroScreen 2.0, adopted in August 2014, uses a quantitative method to evaluate multiple pollution sources and stressors, and vulnerability to pollution, in California's approximately 8000 census tracts. Using data from federal and state sources, the tool is made up of four components in two broad groups. Exposure and Environmental Effects components comprise a Pollution Burden group, and the Sensitive Populations and Socioeconomic Factors components comprise a Population Characteristics group. The four components are made up of environmental, health, and socioeconomic data from 19 indicators (see Figure 1). The CalEnviroScreen score is calculated by combining the individual indicator scores within each of the two groups, then multiplying the Pollution Burden and Population Characteristics scores to produce a final score. Based on these scores the census tracts across California are ranked relative to one another. For more information on CalEnviroScreen scores, see the CalEnviroScreen 2.0 report.[1]

Figure 1. CalEnviroScreen 2.0 Indicator and Component Scoring



[1] California Communities Environmental Health Screening Tool, Version 2 (CalEnviroScreen 2.0). Guidance and Screening Tool. Office of Environmental Health Hazard Assessment and the California Environmental Protection Agency, Sacramento, CA http://www.oehha.ca.gov/ej/ces2.html. Available in English and Spanish.

CITY OF CARSON

STAFF COMMUNICATION TO
THE ENVIRONMENTAL COMMISSION

NEW BUSINESS September 3, 2014

SUBJECT: Los Angeles Regional Interoperable Communications Systems Land Mobile Radio System Initial Study

REQUEST: Review, discuss, provide feedback on Los Angeles Regional Interoperable Communications Systems Land Mobile Radio System Initial Study

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I. Introduction

Los Angeles Regional Interoperable Communications Systems (LA-RICS) is proposing a Countywide Land Mobile Radio (LMR) System. The project is proposing to install approximately 90 LMRs throughout the County. The LMR sites provide voice communications coverage for the entire County for emergency responders such as police, fire, and hospitals.

II. Background

The City is in receipt of the Notice of Preparation of a Draft Environmental Impact Report. The comments on the attached initial study are due by September 19, 2014. Staff has reviewed the proposed project and has determined that the major impact from the project would be from aesthetics. The initial study indicates that the proposed LMRs will either be lattice towers or monopoles up to 180 feet tall, refer to Exhibit 1, Figures 2 and 3. The initial study also indicates that the Carson site may be at the Sheriff's Station which already has a communication facility is approximately 60' high. Staff is assuming that the current facility will be removed and replaced with a new one.

Staff is concerned that the proposed facility is out of character for the area. If the current location is used, the proposed facility should be designed as a stealth facility. Another solution would be to install the new facility on an existing lattice tower or in an industrial area that aesthetics are not as critical as the currently proposed location. In addition, the DEIR should include more specific information regarding the height, design, and location of the proposed facilities in and around City of Carson.

III. Recommendation

Review, discuss, and provide feedback on Los Angeles Regional Interoperable Communications Systems Land Mobile Radio System Initial Study

IV. Exhibits

1. Los Angeles Regional Interoperable Communications Systems Land Mobile Radio System Initial Study

Prepared by: _____

Saied Naaseh, Associate Planner

Notice of Preparation

Executive Director
Community Development
City of Carson
701 E Carson St
Carson, CA 90745-2257

Los Angeles Regional Interoperable
Communications System
Joint Powers Authority
2525 Corporate Place, Suite 200
Monterey Park, California 91754

CC: Ms. Jackie Acosta
Acting City Manager

Subject: Notice of Preparation of a Draft Environmental Impact Report

Los Angeles Regional Interoperable Communications System (LA-RICS) Joint Powers Authority (JPA) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed Land Mobile Radio system. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approvals for the project.

The project description, location, and the potential environmental effects are addressed in the Initial Study, which is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Nancy Yang, project engineer, 2525 Corporate Place, Suite 200, Monterey Park, California 91754 or e-mail nancy.yang@la-rics.org. We will need the name for a contact person in your agency.

Notice of Public Meetings: The LA-RICS JPA has scheduled five public environmental scoping meetings to provide additional opportunity to input. The public meetings are scheduled as follows and will be held at the following locations from 6:30 p.m. to 8:30 p.m.:

Thursday, September 11, 2014
South Coast AQMD Building, Room GB
21865 Copley Drive, Diamond Bar, CA 91765

Monday, September 15, 2014
Stanley Kleiner Activity Building
43011 10th St. West
Lancaster, CA 93534

Tuesday, September 16, 2014
El Camino Real Charter High School, Auditorium
5440 Valley Circle Blvd., Woodland Hills, CA 91367

Wednesday, September 17, 2014
Peck Park Community Center, Auditorium
560 North Western Ave., San Pedro, CA 90732

Thursday, September 18, 2014
City of Lynwood Bateman Hall, Room 2
11331 Ernestine Ave., Lynwood, CA 90262

Date: August 19, 2014
Signature:
Title: Executive Director
Telephone: (323)881-8291

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

INITIAL STUDY FOR THE LOS ANGELES REGIONAL INTEROPERABLE COMMUNICATIONS SYSTEM (LA-RICS) LAND MOBILE RADIO (LMR) SYSTEM

LA-RICS

Prepared for:

LA-RICS Joint Powers Authority
2525 Corporate Place, Suite 200
Monterey Park, CA 91754

Prepared by:

Jacobs Engineering
3257 E Guasti Road, Suite 120
Ontario, CA 91761

AUGUST 2014

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LIST OF FIGURES

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1 ENVIRONMENTAL CHECKLIST FORM

1. **Project title**: Los Angeles Regional Interoperable Communications System (LA-RICS) Land Mobile Radio (LMR) System

2. **Lead agency name and address:**

   Los Angeles Regional Interoperable Communications System Joint Powers Authority
   2525 Corporate Place, Suite 200
   Monterey Park, CA 91754

3. **Contact person and phone number**: Nancy Yang (323) 881-8049

4. **Project location**: multiple sites throughout Los Angeles County (County) and in adjacent areas of Orange and San Bernardino counties

5. **Project sponsor's name and address**:

   Los Angeles Regional Interoperable Communications System Joint Powers Authority
   2525 Corporate Place, Suite 200
   Monterey Park, CA 91754

6. **General plan designation**: varies by site

7. **Zoning**: varies by site

8. **Description of project**:

The Project is to install and operate up to 90 LMR facilities at sites located primarily in Los Angeles County (Figure 1). The LMR sites would contain the infrastructure and equipment necessary to provide voice communications coverage throughout the County for emergency responders. Currently, 120 sites are being considered for the LMR project. Their locations are shown on Figure 1, and Table A-1 in Appendix A-1 provides a list of the sites and their addresses. Of these 120 sites, 88 are included in the current proposed system design. The remaining 32 sites are intended to provide alternate site locations if any of the initial 88 sites are determined to be not viable during the site evaluation, system engineering, and permitting processes or in lease agreement discussions with the property owner and need to be removed from consideration. These alternate sites are included in the project description so that the potential environmental impacts of all sites that could potentially be part of the system are analyzed. A maximum of only approximately 80 to 90 sites would be built, however. These locations are widely dispersed across the County in both urban (intensively developed) and rural (less developed) settings. The settings range from coastal locations to downtown Los Angeles to remote mountain peaks throughout the County and to the northern high desert of the County.

In April 2005, the Regional Interoperable Steering Committee was formed to explore the development of a single, shared communications system for all public safety agencies in the greater Los Angeles region. Initial feasibility studies indicated that by leveraging the various agency efforts, a shared regional communications system would not only be possible but would also best meet the needs of the entire regional public safety community and the general public. As a result, the County of Los Angeles, 82 municipalities, and 3 other public sector entities in the region drafted a Joint Powers Agreement that established the Los Angeles Regional Interoperable Communications System (LA-RICS) Joint Powers Authority (Authority) to create a regional area-wide interoperable public safety communications network. Community anchor institutions associated with the project include police, sheriff, and fire departments, as well as hospitals.

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Figure 1. Potential LMR Project Sites

The proposed LMR project would be a modern, integrated wireless voice and narrowband data communications system designed and built to serve law enforcement, fire service, health service, and public works professionals throughout Los Angeles County. The new system would provide day-to-day communications within and among agencies and allow seamless interagency communications when responding to routine, emergency, and catastrophic events. The system would be comprised of four different subsystems:

1. Digital Trunked Voice Radio System – provides first responders radio communications utilizing digital technology. It seamlessly operates on two bands of spectrum (700 megahertz [MHz] and ultra high frequency [UHF])
2. Analog Conventional Voice Radio System – provides first responders radio communications utilizing conventional analog technology
3. Los Angeles Regional Tactical Communications System – consists of local, state, and federal interoperability channels in four different bands of spectrum in order to allow outside agencies responding to events in the County to have designated channels for communications
4. Narrowband Mobile Data Network – a data system that provides critical dispatch communications

Purpose of the Project

Effective radio communication is critical in helping police officers prevent and respond to crime situations, keeping firefighters safe as they fight blazes, facilitating life-saving exchanges of information between emergency medical service professionals and hospitals, and allowing public works and utilities the opportunity to coordinate responses to disasters and special events. LMR would support a rapid, safe, and effective public safety response during daily operations. Additionally, it would support a faster, better-coordinated, large-scale response to emergencies such as wildfires, earthquakes, civil disturbance, or other disasters. It would replace the existing aging patchwork of LMR systems with a single county-wide network and would improve overall system capacity and coverage for first and second responders region-wide. Specifically, LMR would provide day-to-day voice and narrowband data radio communications for public safety agencies in the Los Angeles region, enable interoperability among member agencies and mutual aid providers, and support communication with regional, state, and federal agencies in the event of a natural or man-made disaster.

The Los Angeles region is designated as a high-threat area by the Department of Homeland Security (DHS). The new LMR system would allow the region to respond effectively, if an incident were to occur, by providing an efficient and coordinated response to emergencies that presently is not possible in the Los Angeles metropolitan region.

Each of the sites identified for potential use in the LMR project would improve emergency communications within Los Angeles County. The new infrastructure would add capacity, replace existing aging infrastructure with infrastructure that meets current building codes and telecommunications industry standards that better support modern technology and provide for more technologically advanced equipment. The towers would follow general engineering practices for vertical and horizontal separation of equipment to lessen the amount of interference that can result from multiple systems on the same tower through greater separation of different radio frequencies. Different spectrum bands perform differently depending on their interaction with other bands. This enhanced separation of equipment would also allow for greater frequency flexibility and would increase overall system coverage and capacity.

Need for the Project

The greater Los Angeles region experiences many man-made and natural incidents that require a rapid, coordinated response among the region's first and secondary responders. Public safety services in the Los Angeles County region are provided by more than 80 public safety agencies represented by approximately 34,000 first responders and 17,000 secondary responders serving more than 10 million residents, tourists, and commuters in

the region. Many of these agencies use systems that have exceeded their natural useful life (i.e., equipment and programming are no longer supported by vendors). Due to the numerous systems in use and the number of agencies, interagency communication is challenging.

Most of the region's public safety telecommunications infrastructure (shelters and towers) do not meet the technical or operational needs of the agencies that utilize them. Many of the aging communications system sites were built to older and now obsolete industry standards and building codes. Structures at these sites no longer meet the more stringent performance and survivability requirements in current industry standards and codes. This causes performance issues that hamper today's public safety and emergency response operations. Besides the overall age of many structures, most do not possess space (whether inside a shelter or on a tower) to add equipment, and in many cases the towers cannot be cost-effectively retrofitted to support additional antennas because they lack structural capacity and/or retrofitting would impact existing operations. Some towers do not have sufficient space to maintain adequate separation between existing and new antennas to minimize physical and electromagnetic interference. Most of the current infrastructure has not undergone a significant rebuild in several decades.

Additionally, the communication systems deployed by agencies in Los Angeles County do not provide the necessary coverage that all users need. This is particularly the case for the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department. These agencies cover large tracts of the county, and their current radio systems are inadequate and/or antiquated. Often, separate but simultaneous incidents require coordinated emergency responses so that adequate and appropriate personnel are dispatched to each incident. The lack of complete coverage sometimes results in the departments not being able to dispatch the nearest team to the incident because of communication problems.

Without adequate capacity on the radio system, even on a daily basis, first responders often struggle to acquire the necessary resources to communicate. The issue is exacerbated on large incidents where a shortage of radio resources greatly impacts operations due to the need for multiple command, tactical, and mutual aid channels. For example, first responders may not be able to request additional resources to assist them in life-threatening situations, hear evacuation orders, or hear broadcasted warning messages from dispatchers. Without adequate capacity to dedicate individual radio channels to individual incidents, the likelihood of interference between units responding to separate incidents is high.

Proposed Project Description

The proposed LMR sites were selected such that voice coverage could be provided over the Authority's service area, which is all of Los Angeles County (see Figure 1), with the fewest number of sites possible. Locations were selected within or adjacent to existing communication facilities to the maximum extent feasible. The sites include a variety of types (e.g., water tanks, rooftops, police and fire stations, hospitals, remote mountaintops, etc.). Most of these locations have existing communications equipment but do not necessarily have communication towers.

Each LMR site would require installation of multiple, new, fiberglass collinear and microwave antennas and supporting indoor communication equipment and backup batteries. Fiberglass collinear and microwave antennas generally would be installed on either existing or new lattice towers or monopoles, as depicted on Figure 2 and Figure 3. The number of antennas installed would vary by site. Because the LMR sites are proposed for a variety of locations ranging from rooftops and urban police and fire stations to undeveloped or sparsely developed hilltops and mountain peaks, the facilities proposed at each site vary depending on what infrastructure is currently present and the topography of the location.

In general, three general infrastructure components are proposed at each LMR site:

- antenna structure which could be a lattice tower, monopole, or building mounts
- equipment shelter

- emergency generator

New infrastructure at a site would include either a lattice tower or a monopole, but not both. At a few sites antennas would be façade-mounted on existing buildings (e.g., rooftops) rather than on a new or existing tower or monopole. Additionally, most sites would require construction of a new shelter to house radio communication equipment, although some sites would utilize an existing equipment room or shelter. Descriptions of existing structures that would be used vary. General descriptions of the four basic structures that may be newly constructed for the LMR project are provided below.

Lattice Tower. New, self-supporting lattice towers would be a maximum of 180 feet tall (without appurtenance) and on a new concrete pad that would be approximately 36 feet by 36 feet (Figure 2); however, at one site which has an existing 200-foot tower, the new tower may also be 200 feet tall to accommodate the equipment to be installed on the new tower. The existing 200-foot tower does not support space for new equipment, and the spacing of existing equipment is not adequate. Line-of-sight microwave connectivity is also a consideration for the new tower height.

Monopole. New monopoles would generally be 70 feet tall (without appurtenance), although they could range up to 180 feet in height (without appurtenance). A typical monopole would be 6.5 feet in diameter, and installation would require drilling a 36-foot deep caisson. Monopoles would also be free-standing (Figure 3).

Equipment Shelter. New equipment shelters would be installed on a new concrete pad ranging in size from approximately 12 by 16 feet to 24 by 48 feet. Most equipment shelters would be single-story structures, although some sites may require two stories in order to house a generator.

Emergency Generator. Most LMR locations would require a new back-up generator. Generators would be installed on concrete pads ranging in size from 6 by 11 feet to 9 by 13 feet. The generators would include 1,000- to 1,500-gallon internal double walled tanks for diesel fuel.

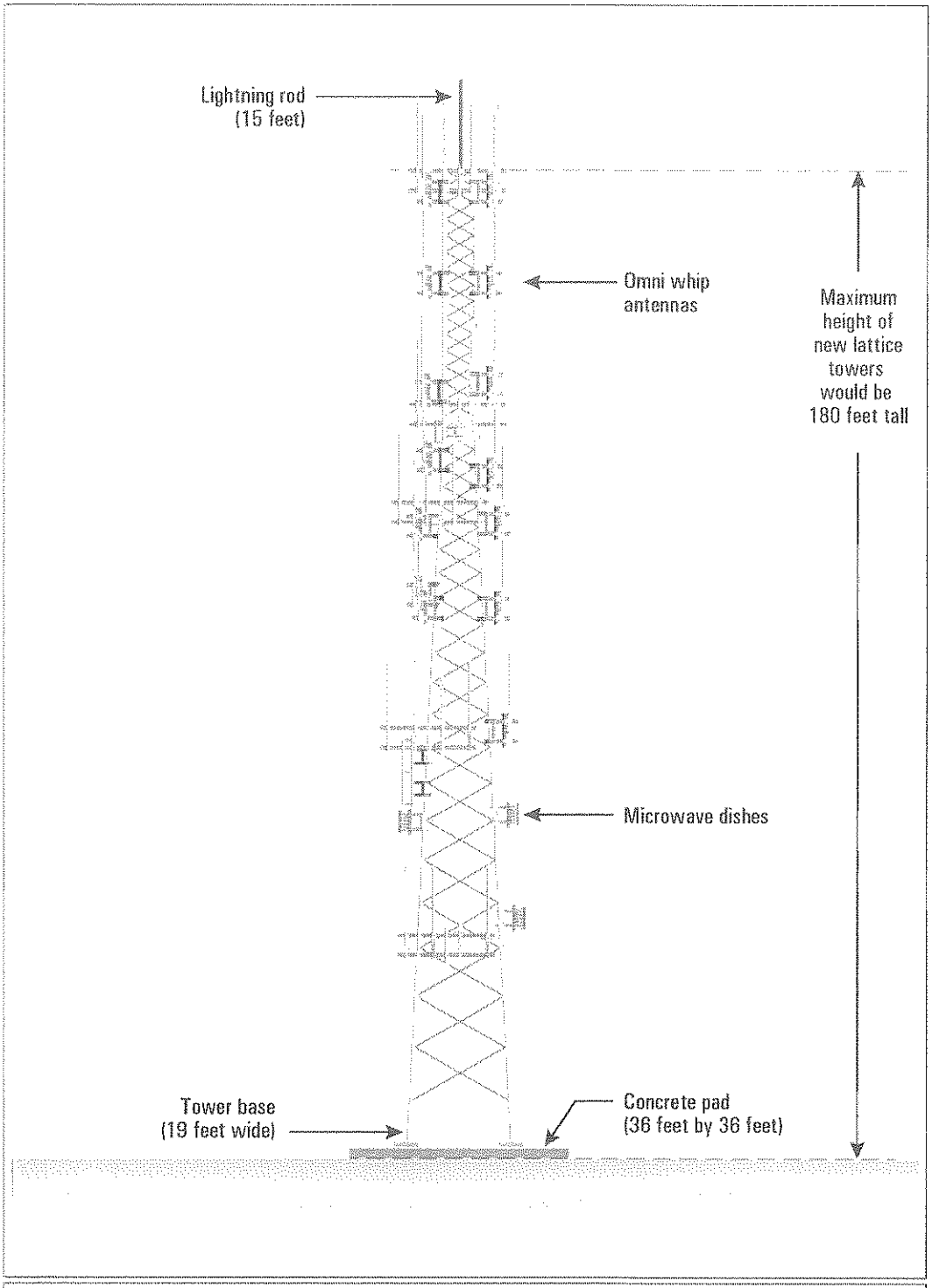

Figure 2. Typical Tower with Antennas

(Not to Scale)

Los Angeles Regional Interoperable Communications System (LA RICS) Land Mobile Radio (LMR) System

LA-RICS

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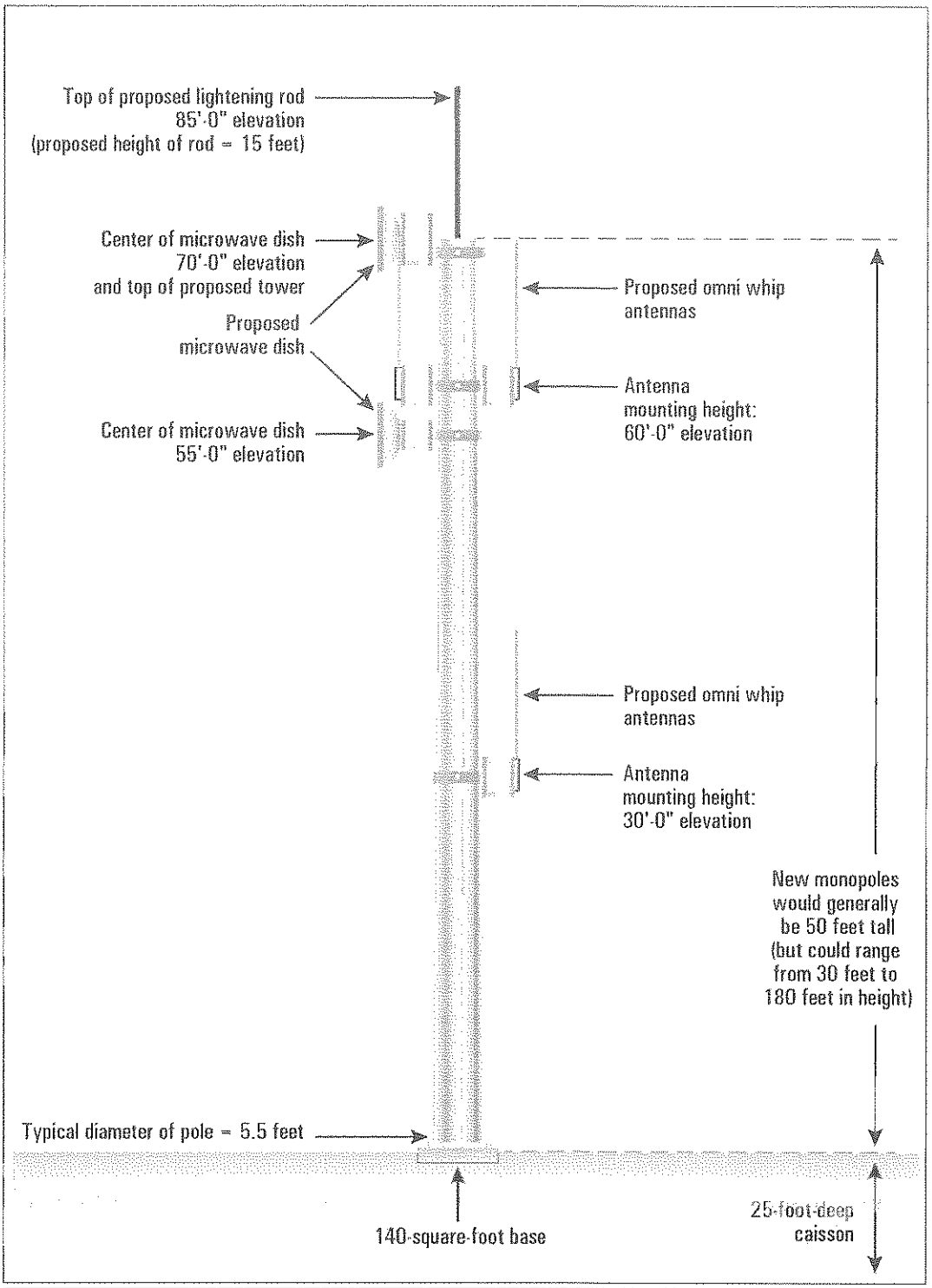

Figure 3. Typical Monopole with Antennas *(Not to Scale)*

Los Angeles Regional Interoperable Communications System (LA RICS) Land Mobile Radio (LMR) System

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All of the newly constructed structure foundations described above would be surrounded by an underground ground ring installed in a trench about 30 inches below grade. Although the facilities required at each LMR site would vary, most sites can generally be categorized into four general types. These are listed in Table 1.

Table 1 - General LMR Site Types and Features

LMR Site Types				
New Structures Required	New Lattice Tower with New Shelter	New Monopole with New Shelter	New Lattice Tower	New Equipment Shelter
Lattice Tower	X (generally 180' tall)	NA	X (generally 180' tall)	existing (height varies)
Monopole	NA	X (generally 70' tall)	NA	NA
Equipment Shelter	X	X	(existing)	X
Emergency Generator	X	X	X	X

NA - not applicable

Utilities

Electricity is available at all of the proposed LMR sites. Three sites not connected to an electrical utility line are solar powered. At all non-solar sites, new electrical lines would be installed in new underground conduit between the LMR facility and the nearest existing interconnection point. Underground electrical conduit would also be installed between new emergency generators and the equipment shelter. The amount of trenching required to install the conduit would vary at each site depending on the distance between the LMR facilities and the nearest point of interconnection. The maximum length of total trenching at any site is not expected to exceed 1,000 linear feet.

No other utility infrastructure would be installed as part of the proposed LMR project. The LMR sites would not require water or natural gas, and no wastewater would be generated.

Construction

Construction of the LMR sites is expected to begin in Summer 2015 and be completed in Fall 2016. Construction activity would occur for approximately six weeks at a site. Construction activities could occur at more than one site at a time.

Table 2 provides a summary of construction disturbance needed to construct a representative of each of the four general LMR site types.

Table 2 - Typical Construction Associated with the Four General LMR Site Types

	New Lattice Tower with New Shelter	New Monopole with New Shelter	New Lattice Tower	New Equipment Shelter
Grading	5-20 CY	5-10 CY	5-10 CY	10-30 CY
Temporary Disturbance (staging area)	1,000 SF	1,000 SF	1,800 SF	1,000 SF
Long-term Disturbance (includes structure foundations and conduits)	1,900 SF	2,000 SF	1,600 SF	600 SF
Foundations	Tower (6'x36'x36') pad & pier foundation	Monopole 6'-6" ft. Dia., 36 ft. Deep drilled caisson; caisson area 140 sf	Tower= 6'x36'x36' pad and pier foundation	Tower = NA
	Shelter= (12'x24') slab foundation with (24"x18") footing	Shelter= (12'x16') slab foundation with (18"x18") footing	Shelter = NA	Shelter = 12'x24' slab foundation with 18"X18" footings
	Generator = (8'-6"x11'-0"x9") slab foundation	Generator = (8'-6"x13'-6"x9") slab foundation	Generator = (9'-6"X13'-6"X9") slab foundation	Generator = 8'-6"x11'x9" slab foundation
Trenching for electrical and coaxial cable conduits	18" wide, 50 FT long trench from existing utility pole to meter (36" below grade	18" wide, 180 FT long trench from transformer to meter (36" below grade)	18" wide, 30 FT long trench from generator to shelter. (36" below grade)	18" wide, 12 FT long trench from transformer to shelter (36" below grade).
	18" wide, 10 FT long trench from generator to shelter (24" below grade)	18" wide, 10 FT long trench from generator to shelter (36" below grade)		12" wide, 10 FT long trench from generator to shelter (24" below grade)
		24" wide, 70 FT long trench for coaxial from shelter to monopole (36" below grade)		
Trenching for grounding	30" below grade around perimeter of each new concrete pad (approx. 260 LF)	30" below grade around perimeter of each new concrete pad (approx. 145 LF)	30" below grade around perimeter of each concrete pad (approx. 200 LF)	30" below grade around perimeter of each new concrete pad (approx. 115 LF)

CY – cubic yards
SF – square feet
FT – foot/feet
LF – linear feet
NA – not applicable

Construction activities at each site would result in temporary disturbance of a maximum of approximately 5,000 square feet (0.11 acre). A maximum of approximately 2,000 square feet (0.05 acre) of new impermeable surface would be created at locations that require installation of new concrete pads for a tower, shelter, and generator.

Typical construction equipment required would include four-wheel drive vehicles, antenna and line trucks, water trucks, excavators, skidsters, cranes, forklifts, dump trucks, and concrete trucks. Almost all LMR facilities would be constructed within or adjacent to existing telecommunications or other facilities, such as water tanks, or at developed locations that currently have public radio service such as police and fire stations. At facilities such as urban police and fire stations, LMR construction may occur within paved or landscaped areas of the facility property.

Each site, with the exception of the sites that would be installed on buildings or some sites installed at urban police or fire stations, would be secured within a chain link fence. Where LMR sites would be collocated at existing telecommunication sites, construction of new facilities would occur within the existing fenced area of the facility to the maximum extent feasible. At some sites, an existing fenced area may need to be expanded or a new fenced area may be installed adjacent to the existing facility to allow construction of the LMR facilities. The total fenced area of the largest LMR sites would generally be less than 5,000 square feet.

System components would be staged and pre-installed at manufacturers' facilities and would be shipped and stored locally with the construction materials at a central location or multiple warehouses. At sites with limited laydown areas, all construction material would be shipped to each system site for just-in-time field installation with minimal field staging. If sufficient developed, landscaped, or previously disturbed areas exist on or adjacent to the LMR site, material could be staged at the site.

Each of the LMR sites would be accessed via existing paved or unpaved roads. No road improvements or new road construction is anticipated.

Operation

No staff would be required at any of the sites to operate the LMR equipment. The LMR facilities and equipment would need to be inspected, maintained, and repaired as necessary. Maintenance activities would involve both routine preventive maintenance and emergency procedure testing, including emergency generator testing, to maintain service continuity. Facilities and system components would be inspected annually, at a minimum, for corrosion, equipment misalignment, loose fittings, and other common mechanical problems. Maintenance activities may require use of bucket trucks (man-lifts), standard vans, or utility pickup trucks, depending on the scope of maintenance. Fuel tanks in the emergency generators would require occasional refilling. The LMR system components may need to be repaired or replaced to maintain uniform, adequate, safe, and reliable service. Equipment replacement or repair that cannot be diagnosed and performed remotely may require a technician on site, typically in a standard van or utility pickup truck. Where replacement or repair involves installed antennas, a four-person crew with one truck, a boom (aerial lift) truck, and an assist van sport utility vehicle (SUV) might be required.

The sites would have security lighting. Towers would have lighting and markings in compliance with Federal Aviation Administration (FAA) requirements, as applicable based on proposed structure height and location.

As part of site development and maintenance, vegetation on or immediately adjacent to an LMR site would be removed, as needed, in accordance with plans or procedures applicable to the site (i.e., jurisdictional requirements; type of infrastructure to be protected; and site factors including vegetation type, slope, and aspect).

9. **Surrounding land uses and setting:** The 120 LMR project sites being considered are located in varying settings ranging from urban to rural. Adjacent land uses include commercial, industrial, residential, recreational, and undeveloped areas. Most sites are adjacent to existing telecommunication facilities or other utility facilities,

such as municipal water tanks, or are at police, sheriff, and fire station facilities, hospitals, and county and local government buildings.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

- Federal Emergency Management Agency
- Federal Aviation Administration
- Federal Communications Commission
- National Park Service
- U. S. Army Corps of Engineers
- U. S. Bureau of Land Management
- U. S Coast Guard
- U. S. Forest Service
- U. S. Fish and Wildlife Service
- California Coastal Commission
- California Department of Fish and Wildlife
- California State Historic Preservation Officer
- Antelope Valley Air Quality Management District
- South Coast Air Quality Management District
- Lahontan Regional Water Quality Control Board
- Los Angeles Regional Water Quality Control Board
- Santa Ana Regional Water Quality Control Board
- Los Angeles County
- Orange County
- City of Agoura Hills
- City of Beverly Hills
- City of Burbank
- City of Carson
- City of Cerritos
- City of Chino Hills
- City of Claremont
- City of Compton
- City of El Monte
- City of El Segundo
- City of Glendale
- City of Glendora
- City of Huntington Park
- City of Inglewood
- City of Lancaster
- City of Los Angeles

- City of Malibu
- City of Palmdale
- City of Pasadena
- City of Rancho Palos Verdes
- City of Redondo Beach
- City of Rolling Hills
- City of San Dimas
- City of Santa Monica
- City of Signal Hill
- City of West Hollywood
- City of Westlake Village
- City of Whittier

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2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☒ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☒ Recreation
☒ Transportation/Traffic	☒ Utilities / Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patrick J. Mallon — 8-19-14

Signature — Date

Signature — Date

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LA-RICS

3 EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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4 ENVIRONMENTAL ISSUES

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

DISCUSSION

a) Some LMR sites would include installation of new lattice towers or new monopoles that may be visible from scenic vistas and could result in significant visual impacts. Potentially significant impacts to scenic vistas will be evaluated in the EIR.

b) The project area includes Los Angeles County and a small portion of adjacent Orange and San Bernardino counties (one potential site is in Orange County and two are in San Bernardino County). One designated state scenic highway traverses this area, State Route 2 in the Angeles National Forest, which is also a U.S. Forest Service (USFS) scenic byway. A number of eligible state scenic highways are in this area, and a few roads in the Santa Monica Mountains area are Los Angeles County designated scenic highways (Caltrans 2014). The proposed LMR towers may be visible from some of these scenic highways. Although none of the towers would be located where they would be expected to damage resources within a scenic highway, potentially significant impacts to scenic highways will be evaluated in the EIR.

c) The project area encompasses the Wilderness areas within Angeles National Forest. Proposed LMR facilities near the Wilderness areas will be evaluated in the EIR for potential to be seen from Wilderness areas and the potential for the change to have an impact on the recreational experience because of the visibility of the facilities. Although all LMR sites are proposed at or adjacent to existing facilities, the presence of additional towers or monopoles or of new structures that may be taller or otherwise more visible than those currently present and could affect the existing visual character or quality at some locations. Potentially significant impacts to visual character and quality will be evaluated in the EIR.

d) LMR facilities would require security lighting. Some towers may require lighting in accordance with Federal Aviation Administration requirements, depending on proposed tower height and locations. Glare from reflective surfaces may result from construction of some of the facilities. Potentially significant impacts from light and glare from LMR sites will be evaluated in the EIR.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to nonforest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?	☐	☐	☐	☒

DISCUSSION

a) None of the proposed LMR sites is located on an area mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (FMMP 2010). No further analysis is warranted.

b) None of the LMR sites are currently used for agricultural use or are under a Williamson Act contract. All of the LMR sites are either within or adjacent to existing telecommunications or other facilities and are not available for agricultural uses. No further analysis is warranted.

c) None of the LMR sites are currently used for forestry use. All of the LMR sites, including those proposed for locations within the Angeles National Forest, are either within or adjacent to existing telecommunications or other facilities and are not available for forestry uses. No further analysis is warranted.

d) None of the LMR sites are currently forest land. All of the LMR sites, including those proposed for locations within the Angeles National Forest, are either within or adjacent to existing telecommunications or other facilities and are not forest land. No further analysis is warranted.

e) The purpose of the project is to enhance communications. The project would not involve any activities that would convert Farmland or forest land to other uses. No further analysis is warranted.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

DISCUSSION

a) The majority of project sites would be located in the South Coast Air Basin (SCAB), within the South Coast Air Quality Management District (SCAQMD). Ten of the potential site locations are in the Mojave Desert Air Basin (MDAB) within the Antelope Valley Air Quality Management District (AVAQMD). The SCAB is designated a nonattainment area for the federal standards for ozone, particulate matter less than 2.5 microns in size ($PM_{2.5}$), and lead (Los Angeles County portion of SCAB only) and, for the State standards, for ozone, particulate matter less than 10 microns in size (PM_{10}), and $PM_{2.5}$. The Antelope Valley is designated a nonattainment area for the federal standard for ozone and for the State standards for ozone and PM_{10}. (CARB 2014).

Both districts have established standards for air pollutants generated by construction and by operational activities. During construction of the project, emissions may be generated by grading activities, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris, and fuel combustion by onsite construction equipment. Construction air emissions would be short-term and would be limited only to the time period when construction activity is taking place; however, an evaluation is needed to determine if air emissions would conflict with air quality plans. Potentially significant air quality impacts will be evaluated in the EIR.

b) Both the SCAQMD and the AVAQMD have established standards for air pollutants generated by construction and by operational activities. During construction of the project, emissions may be generated by grading activities, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris, and fuel combustion by onsite construction equipment. Construction air emissions would be short-term and would be limited only to the time period when construction activity is taking place; however, an evaluation is needed to determine if air emissions would violate or contribute to existing air quality violations. Potentially significant air quality impacts will be evaluated in the EIR.

c) Both the SCAQMD and the AVAQMD have established standards for air pollutants generated by construction and by operational activities. During construction of the project, emissions may be generated by grading activities, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris, and fuel combustion by onsite construction equipment. Construction air emissions would be short-term and would be limited only to the time period when construction activity is taking place; however, an evaluation is needed to determine if air emissions would be cumulatively considerable. Potentially significant air quality impacts will be evaluated in the EIR.

d) Air emissions from construction of the LMR sites would be short-term (e.g., five to six weeks), and pollutant concentrations would be localized in the vicinity of the individual LMR construction site; however, some sites would be constructed adjacent to residential areas. Potentially significant impacts from pollutant concentrations from site construction will be evaluated in the EIR.

e) Exhaust from construction vehicles and equipment may produce odors. These would be temporary and localized and would not affect a substantial number of people. Impacts would be less than significant; however, this will be evaluated in the EIR to confirm this expectation.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐

DISCUSSION

a) Some LMR sites are located within or adjacent to areas that may provide suitable habitat for candidate, sensitive, or special status species, including areas designated as critical habitat under the federal Endangered Species Act. Potentially significant impacts to these species and their habitat will be evaluated in the EIR.

b) Construction of the LMR sites may adversely affect riparian or other sensitive natural communities. Potentially significant impacts to the sensitive natural communities and wetlands will be evaluated in the EIR.

c) Construction of the LMR sites may adversely affect wetlands. Potentially significant impacts to wetlands will be evaluated in the EIR.

d) Some LMR sites would require creation of new fenced areas in locations that could be used by wildlife. Potentially significant impacts to fish and wildlife movement and use will be evaluated in the EIR.

e) The EIR will evaluate whether conflicts with local policies and ordinances would result in significant impacts to biological resources.

f) Some of the LMR sites are proposed for areas covered by Habitat Conservation Plans and Natural Community Conservation Plans. The project is not expected to conflict with these plans; however, the EIR will evaluate whether conflicts with such plans would result in significant impacts.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside formal cemeteries?	☒	☐	☐	☐

DISCUSSION

a) The proposed LMR sites would be located on sites throughout Los Angeles County, with one site potentially in Orange County and two sites potentially in San Bernardino County. Site locations may contain historic buildings and landmarks. While the project would be constructed mostly within existing communication facilities sites, construction and operation have the potential for both direct and indirect impacts to historical resources. Potentially significant impacts to historical resources will be evaluated in the EIR.

b) Construction activities would require excavation for installation of tower or monopole and other facility foundations. Therefore, unknown archaeological resources have potential to be encountered during

project construction. Potentially significant impacts to archaeological resources will be evaluated in the EIR.

c) Construction activities would require excavation for installation of tower or monopole and other facility foundations. Therefore unknown paleontological resources and/or unique geological features have potential to be encountered during project construction. Potentially significant impacts to paleontological resources and geologic features will be evaluated in the EIR.

d) The project could result in the disturbance of unknown human remains due to anticipated grading and excavation activities, including those outside formal cemeteries. The potential for impacts to human remains will be evaluated in the EIR.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

DISCUSSION

a) Some of the proposed LMR sites would be located within Alquist-Priolo Earthquake Fault Zones (CDC-CGS 2009). Given the location of the project in the southern California region, the entire project area is subject to the effects of seismic activity. An evaluation of earthquake fault, seismic, and landslide hazards at the LMR sites will be provided in the EIR.

b) Ground-disturbing activities would occur during construction of the project from activities such as installing concrete foundations for site structures, trenching for utility connections, and installing fences at some sites. Total ground disturbance at each site would not exceed an acre. Standard soil erosion control measures would be implemented during construction. The maximum disturbance area at any site would not exceed approximately 5,000 square feet, and construction activity at a site would typically be completed in five to six weeks. Based on the limited construction area size, the short duration of construction activity, and the implementation of soil erosion control measures, substantial soil erosion and loss of topsoil is not expected. Potentially significant impacts from soil erosion will be evaluated in the EIR.

c) Prior to any construction and as a standard practice, a geotechnical evaluation would be prepared which would prescribe methods, techniques, and specifications for: site preparation, treatment of undocumented fill and/or alluvial soils, fill placement on sloping ground, fill characteristics, fill placement and compactions, temporary excavations and shoring, permanent slopes, treatment of expansive soils, and treatment of corrosive soils. Design and construction of the project would conform to recommendations in the geotechnical evaluation. Potentially significant impacts from unstable soil or geologic units will be evaluated in the EIR.

d) Prior to any construction and as a standard practice, a geotechnical evaluation would be prepared which would prescribe methods, techniques, and specifications for: site preparation, treatment of undocumented fill and/or alluvial soils, fill placement on sloping ground, fill characteristics, fill placement and compactions, temporary excavations and shoring, permanent slopes, treatment of expansive soils, and treatment of corrosive soils. Design and construction of the project would conform to recommendations in the geotechnical evaluation. Potentially significant impacts from expansive soil will be evaluated in the EIR.

e) The project would not include the installation or use of septic tanks or other wastewater disposal systems; therefore, soil suitability to support such systems is not relevant to this project. No further analysis is warranted.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

DISCUSSION:

a) Greenhouse gas (GHG) emissions may be generated during construction by grading activities, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris, and fuel combustion by onsite construction equipment. Operation would also result in an increase in electrical usage, which would generate GHG emissions. An evaluation based on SCAQMD and AVAQMD significance thresholds for greenhouse gas emission is needed to determine if project-related emissions are potentially significant. This will be evaluated further in the EIR.

b) GHG emissions may be generated during construction by grading activities, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris, and fuel combustion by onsite construction equipment. Operation would also result in an increase in electrical usage, which would generate GHG emissions. An evaluation for greenhouse gas emission is needed to determine if project-related emissions would conflict with any applicable plans, policies, or regulations. This will be evaluated further in the EIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐	☐

DISCUSSION

a) Construction of the project would require the use of gasoline, diesel fuel, oil, solvents, and lubricants associated with vehicles and construction activities. Operation of the project would require routine testing of the diesel-powered emergency generator that would be installed at most LMR sites. The

internal storage tank would be double-walled and would contain a maximum of 1,500 gallons of diesel fuel. The potential to affect human health and safety from the transport, use, or disposal of hazardous substances during construction or operations will be evaluated in the EIR.

b) Construction of the project would require the use of gasoline, diesel fuel, oil, solvents, and lubricants associated with vehicles and construction activities. Releases of these substances could occur during construction. Operation of the project would require routine testing of the diesel-powered emergency generator that would be installed at most LMR sites. The internal storage tank would be double-walled and would contain a maximum of 1,500 gallons of diesel fuel. In the unlikely event of an accident during the transport of diesel fuel or refueling the generator tank that resulted in a release of product, emergency procedures would include notification of appropriate authorities; containment of the spilled product; and clean-up of the spill to federal, State, and local standards. The potential to affect human health and safety from a release of hazardous substances during construction or operations as the result of accident will be evaluated in the EIR.

c) Some proposed LMR sites are located within one-quarter mile of schools. Because most sites would include installation of a diesel-powered emergency generator, diesel fuel storage may occur within one-quarter mile of schools. The use of diesel fuel in a generator within one-quarter mile of a school is not expected to have a potentially significant impact because of the limited amount of diesel fuel that would be present inside a storage tank at any site (maximum 1,500 gallons) and because fuel tanks would be monitored with a leak detection and alarm system; however, this will be evaluated in the EIR to confirm this expectation.

d) A review of the LMR sites and hazardous material sites will be conducted, and potentially significant impacts will be evaluated in the EIR.

e) Some LMR sites would be located within the vicinity of airports. Potentially significant impacts related to hazards from individual sites located within airport land use plans or within2 miles of a public or public use airport will be evaluated in the EIR.

f) Some LMR sites would be located within the vicinity of private airstrips. Potentially significant impacts related to hazards from individual sites located within the vicinity of a private airstrip will be evaluated in the EIR.

g) The project would improve communications to allow for better coordination of emergency response action or evacuation plans. Temporary road or lane closures could be required at or near some LMR sites during construction activities. Any temporary roadway or lane closure would be coordinated with local jurisdictions to minimize potential impacts to emergency access and evacuation routes. No significant impacts would occur; however, this will be evaluated in the EIR to confirm this expectation.

h) LMR sites not proposed for urban areas may be in areas subject to wildland fires. Potentially significant impacts from wildland fires will be evaluated in the EIR.

4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	☒	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☒	☐	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐
j) Inundation by seiche, tsunami, or mudflow?	☒	☐	☐	☐

DISCUSSION

a) Project operations would not produce any wastewater. If shallow groundwater is encountered during excavation for foundations or drilling for monopole installation, dewatering may be necessary. Any water produced by dewatering activities during construction would be disposed of in accordance with applicable regulations. Impacts are anticipated to be less than significant; however, this will be evaluated in the EIR to confirm this expectation.

b) Construction of the proposed LMR sites would result in the creation of new impermeable surfaces at some sites; however, each LMR site is relatively small (maximum of 5,000 square feet total) and would not be expected to substantially interfere with groundwater recharge at any site. Project operations would not require use of water. During construction of the proposed LMR sites, water for dust control and concrete mixing would be obtained from existing municipal sources (e.g., fire hydrants). Water from these sources may come at least partially from local groundwater supplies. Impacts on water supplies from water usage by the project will be evaluated in the EIR.

c) The project would not result in alteration of a stream or river. The project may require grading at some sites and the addition of impermeable surfaces that may increase stormwater runoff. Best management practices to control soil erosion and stormwater runoff would be implemented during construction, and erosion controls would be incorporated into site design. Although each LMR site would not exceed 5,000 square feet, and changes in site topography and stormwater runoff would not be expected to result in substantial erosion or siltation, potential erosion impacts will be evaluated in the EIR to confirm this expectation.

d) The project would not result in alteration of a stream or river. The project may require grading at some sites and the addition of impermeable surfaces that may increase stormwater runoff. Best management practices to control soil erosion and stormwater runoff would be implemented during construction, and erosion controls would be incorporated into site design. Although each LMR site would not exceed 5,000 square feet, and changes in site topography and stormwater runoff would not be expected to result in substantial flooding, potential flooding impacts will be evaluated in the EIR to confirm this expectation.

e) The size of each LMR site would not exceed 5,000 square feet, and the increase in impermeable surface area at any LMR site would not exceed 2,000 square feet. A significant increase in surface water runoff would not be expected. Potential sources of polluted surface water runoff would be limited to leaks or spills associated with construction equipment operations and from leaks of diesel fuel from the emergency generator, particularly when the generator is serviced or refueled. Standard accidental release responses that would be implemented during construction would minimize potential impacts from construction equipment usage. The storage tank in the emergency generator would be double-walled to provide secondary containment and minimize the potential for fuel being released that could pollute stormwater runoff. The potential to affect water quality from a fuel leak or spill during service or refueling will be evaluated in the EIR.

f) Diesel-powered emergency generators would be required at most LMR sites. The generators would include internal tanks containing 1,000 to 1,500 gallons of diesel fuel. The tank would be double-walled, providing secondary containment for tank leaks. The potential to affect water quality from a fuel leak or spill during service or refueling will be evaluated in the EIR.

g) The project does not include the construction of any housing and therefore would not result in placing housing in a flood hazard area. No further analysis is warranted.

h) At least one proposed LMR site is located within a 100-year flood zone (FEMA 2014). Potentially significant impacts to LMR structures within a 100 year flood hazard area will be evaluated in the EIR.

i) At least one proposed LMR site is located within a 100-year flood zone (FEMA 2014). Potentially significant impacts from damage due to flooding at the proposed LMR sites will be evaluated in the EIR.

j) Some LMR sites would be located near the coast and therefore could be in locations potentially affected by a tsunami. Potentially significant impacts from seiches, tsunamis, or mudflows at the proposed LMR sites will be evaluated in the EIR.

4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐	☐

DISCUSSION

a) The proposed project is the construction and operation of communications sites. These sites would not be physically connected in any way that has the potential to physically divide any community. No further analysis is warranted.

b) The proposed LMR sites would be located in areas with a variety of existing land uses and within the jurisdiction of a number of agencies that regulate land use including Los Angeles County, multiple cities, USFS, the federal Bureau of Land Management, and the California Coastal Commission. Potentially significant impacts related to changes in land use and consistency with existing land use policies and zoning at each LMR site will be further addressed in the EIR.

c) Portions of the project sites are located within the boundaries of habitat conservation plans and natural community conservation plans. Consistency of the proposed sites that would be located in areas subject to these plans will be evaluated in the EIR.

4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

DISCUSSION

a) None of the proposed LMR sites is currently being used for mineral resource extraction. All the proposed sites contain existing facilities and structures whose presence precludes use of the area for mineral resource extraction; and, therefore, mineral resources are not available at these sites. Proposed LMR facilities would be constructed at or adjacent to these existing facilities and structures; therefore, the project would not result in a change in site conditions that would affect mineral resource availability. No further analysis is warranted.

b) None of the proposed LMR sites is currently being used for mineral resource extraction. All the proposed sites contain existing facilities and structures whose presence precludes use of the area for mineral resource extraction; and, therefore, mineral resources are not available at these sites. Proposed LMR facilities would be constructed at or adjacent to these existing facilities and structures; therefore, the project would not result in a change in site conditions that would affect availability of locally important mineral resource recovery sites. No further analysis is warranted.

4.12 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐

DISCUSSION

a) Noise levels in the vicinity of the project would increase during the construction phase of the project. Most city noise ordinances exempt construction activities during daytime hours, and some allow such activities to occur during nighttime hours; however, construction activities generally must comply with noise level restrictions during specified daytime and/or nighttime hours. Noise impacts could be potentially significant, but mostly a person's sensitivity to noise increases during nighttime hours. People

are generally less sensitive to noise during daytime hours when moderate to high noise levels generally dominate ambient conditions. Construction activities at each site would be designed to comply as much as possible with the applicable noise ordinances that limit the hours and/or noise levels during which construction activities may occur. Potentially significant noise impacts will be analyzed in the EIR.

b) Construction of the project may generate ground-borne vibrations or ground-borne noise. This will be analyzed in the EIR.

c) Construction activities may temporarily increase noise levels in the vicinity of the project (see item XII-d below), but increases would be short-term (five to six weeks). Operation of the project would not include any activities or equipment usage that would result in a permanent increase in noise levels in the vicinity of a project site. Impacts would be less than significant. No further analysis is warranted.

d) Operation of construction equipment at the proposed LMR sites may produce a temporary increase in noise levels in the vicinity of a site. The emergency generator that would be present at most LMR sites would be operated periodically as part of routine maintenance testing, which could produce a temporary noise increase. This will be analyzed in the EIR.

e) Some LMR sites may be located within airport land use zones or within 2 miles of a public airport or public use airport. An evaluation of which sites are located near a public airport and the potential noise impacts at these sites will be analyzed in the EIR.

f) Some LMR sites may be located within the vicinity of a private airport. An evaluation of which sites are located near a private airport and the potential noise impacts at these sites will be analyzed in the EIR.

4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION

a) The project would involve the construction and operation of an LMR system that is intended to improve and facilitate communications among emergency responders. While its intent is to improve public safety, it would not increase employment or housing; and it would not provide infrastructure that could induce population growth. Construction of the facilities would result in a short-term increase in construction employment that would be spread throughout Los Angeles County and adjacent areas. The increase in construction employment would not be expected to induce substantial population growth in the area because the work force would be small enough to be accommodated by persons already living in the area. No further analysis is warranted.

b) The construction and operation of the LMR system would not displace any existing housing. No further analysis is warranted.

c) The construction and operation of the LMR system would not displace any people. No further analysis is warranted.

4.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

DISCUSSION

a) The purpose of the project is to facilitate communications among emergency response agencies including fire, police, and hospitals. Many LMR sites would be constructed at fire stations, police stations, and other public facilities such as hospitals. The project would not result in the need for additional fire and police facilities, would not increase school populations and the need for additional school facilities, would not affect development or use of parks, or result in any other significant impacts to other public facilities. No further analysis is warranted.

4.15 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

DISCUSSION

a) The project would not cause a direct population increase (see Section XII above). The construction and operation of the LMR system would have no effect on the use of existing neighborhood parks or regional parks or recreational facilities. Therefore, the project would not result in substantial physical deterioration of recreational facilities. Because some LMR sites would be located in or adjacent to existing recreational facilities, impacts to recreation will be analyzed in the EIR.

b) The project does not include or require construction or expansion of any recreational facilities. No further analysis is warranted.

4.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☒	☐	☐	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

DISCUSSION

a) Construction of the project, including workers' vehicles and construction equipment, would temporarily increase traffic in the vicinity of the proposed LMR sites. Potential impacts to transportation during construction of the project will be evaluated in the EIR.

b) Construction of the project, including workers' vehicles and construction equipment, would temporarily increase traffic in the vicinity of the proposed LMR sites. Potential impacts to congestion management programs during construction of the project will be evaluated in the EIR.

c) The project includes the construction of antenna support structures up to 180 feet tall without appurtenances at some locations where structures of this height do not currently exist. Potentially significant impacts to aircraft traffic patterns will be evaluated in the EIR.

d) The proposed LMR sites would be accessed using existing roads and related infrastructure such as parking lots. The project would not entail any changes to transportation system designs and, therefore, would not introduce any design feature hazards or incompatible uses. No further analysis is warranted.

e) Temporary road or lane closures could be required at some LMR sites during construction activities. Any temporary roadway or lane closure would be coordinated with local jurisdictions to minimize potential impacts to emergency access and evacuation routes. No significant impacts would be expected; however, potential impacts to emergency access and evacuation routes will be evaluated in the EIR to confirm this expectation.

The LMR facilities would not be sited where they could affect emergency access. During the design process, siting of the LMR facilities would be discussed with the property owner and operator to ensure existing operations and emergency access are not affected and access to existing facilities would not be blocked, as is required in the site lease/access agreement with the property owner. The LMR system contract requires compliance with applicable regulations and codes, including Life and Safety codes that contain requirements on emergency access. By incorporating code requirements in the placement and design of LMR facilities, operation of the project would have no impact on emergency access.

f) The project consists of the construction and operation of telecommunication sites. None of the sites would be constructed where public transit, bicycle, or pedestrian facilities are located. The project would have no effect on any policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities nor would it decrease the performance or safety of these facilities. No further analysis is warranted.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

DISCUSSION

a) During excavation activities, dewatering may be necessary. Discharge of any water would follow the Regional Water Quality Control Board (RWQCB) requirements. Construction of the project would not involve discharging concentrated wastewater or large volumes of wastewater to a wastewater treatment facility that would exceed treatment requirements set forth by the RWQCB. As a result, a less than significant impact on requirements of the wastewater treatment plants in the project area is anticipated during construction of the project. During operations, the project would not result in the production of any wastewater that would require treatment. Although less than significant impacts are expected, impacts from wastewater discharge will be evaluated in the EIR to confirm this expectation.

b) The project would not include construction or expansion of any water or wastewater treatment facilities. Therefore, no impact would occur to these types of facilities, and no further analysis is warranted.

c) The project may require grading at some sites and the addition of impermeable surfaces that may increase stormwater runoff. Although each LMR site is relatively small (would not generally exceed 5,000 square feet) and changes in site topography and stormwater runoff would not be expected to require major changes in existing stormwater drainage facilities or extensive new stormwater drainage facilities, impacts from stormwater runoff facilities will be evaluated in the EIR.

d) Water would be required during construction of the LMR sites for activities such as concrete mixing and dust suppression. No water would be required for routine operation of the sites. Water usage for construction and operation are expected to be minor; however, impact of the project's water requirements and water supplies will be evaluated in the EIR to confirm this expectation.

e) The project would not result in generation of wastewater requiring treatment. No further analysis is required.

f) Construction of the project would not generally entail demolition of existing structures that would generate waste requiring disposal. At some sites, existing chain link fencing may be removed to expand a fenced area. Small amounts of debris may be created as a routine part of constructing new facilities. Operation of the project would result in minimal or no solid waste on a routine basis. Although quantities of solid waste are expected to be small, an evaluation of solid waste generation and the capacity of landfills in the project area to accept that waste will be provided in the EIR.

g) The amounts and types of waste that may be generated by construction of the project, as described under XVII f), would not conflict with solid waste regulations and statutes. Operation of the project would generate minimal solid waste; however, impacts to solid waste generation will be included in the EIR.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

DISCUSSION

a) Potentially significant impacts that require evaluation in an EIR have been identified for several resources in this Initial Study. Surveys will be conducted to identify biological, archaeological, and cultural resources at and in the vicinity of the project sites to identify resources that may be affected by construction and operation of the project. This issue will be carried forward for analysis.

b) The project has the potential to result in environmental impacts during construction and operation in several resource categories. In addition, other related projects in the vicinity of the LMR sites may also result in environmental impacts. As such, the project, combined with other projects in the area, has potential to result in a significant cumulative impact. Therefore, the proposed project's contribution to any significant cumulative impact will be analyzed further in the EIR.

c) Implementation of the project would involve mostly construction impacts. After construction, operational impacts from the project could occur. This topic will be analyzed further in the EIR.

5 REFERENCES

California Air Resource Board (CARB). 2014. Area Designations Maps / State and National. Retrieved from http://www.arb.ca.gov/desig/adm/adm.htm.

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California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). 2010. Retrieved from http://www.conservation.ca.gov/dlrp/fmmp/products/Pages/DownloadGISdata.aspx.

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Federal Emergency Management Agency (FEMA). 1998. Flood Insurance Rate Maps for Los Angeles, Orange, and San Bernardino Counties. Retrieved from http://gisdata.scag.ca.gov/Pages/GIS-Library.aspx.

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APPENDIX A-1 –
POTENTIAL LMR SITE LOCATIONS

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APPENDIX A-1: POTENTIAL LMR SITE LOCATIONS

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
AGH	Agoura Hills	34.15923689600	-118.77091783500	Unnamed road – nearest intersection Kimberly Dr	Agoura Hills	91301
AJT	AeroJet	33.94838184310	-117.74467729400	Unnamed road – nearest intersection Woodview Rd	Chino Hills	91709
APC	Airport Courthouse	33.92821455630	-118.37148651300	11701 S. La Cienega Blvd	Los Angeles	90045
BAH	Baldwin Hills	34.00669155970	-118.36236983100	411 South La Cienega Blvd	Los Angeles	90056
BHCCPRK	Beverly Hills' Coldwater Canyon Park	34.12937145440	-118.40562875700	12601 Mulholland Dr	Beverly Hills	90210
BJM	Black Jack Peak	33.38686200750	-118.40110056800		Santa Catalina Island	90704
BMT	Bald Mountain	34.74455926790	-118.72778034500	46811 Ridge Route Rd	Gorman	93243
BRK	Blue Rock	34.70186388690	-117.82416450600	18000 E. Avenue I	Lancaster	93535
BUR	Burnt Peak	34.68229574120	-118.57733825800	Angeles National Forest Pine Canyon Rd. to 7N23A	Three Points/Lake Hughes	93532
BUR1	Burnt Peak - 1	34.68224992360	-118.57469078000	Angeles National Forest Pine Canyon Rd. to 7N23A	Three Points/Lake Hughes	93532
BUR2	Burnt Peak - 2	34.68295803350	-118.57529706600	Angeles National Forest Pine Canyon Rd. to 7N23A	Three Points/Lake Hughes	93532
BUR3	Burnt Peak - 3	34.68354338540	-118.57730133300	Angeles National Forest Pine Canyon Rd. to 7N23A	Three Points/Lake Hughes	93532
BVG-A	Beverly Glen-Alternate	34.12927054990	-118.44247037500	14240 Mulholland Dr	Van Nuys	90077
CCB	Compton Court Building	33.89422145640	-118.22555056600	200 W. Compton Blvd	Compton	90220
CEP	Century Plaza	34.05871901880	-118.41356157200	2049 Century Park E	Beverly Hills	90047
CLM	Claremont	34.11415944170	-117.69673299300	1616 Monte Vista	Claremont	91711
CPK	Castro Peak	34.08564665070	-118.78554520200	928 Latigo Canyon Rd	Malibu	90063
CRN	Cerro Negro	34.18749329940	-118.20793343900	Unnamed road – near intersection of Ridge Motorway and Sugar Loaf Dr	La Cañada Flintridge	91011

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
DPK	Dakin Peak	33.34983391810	-118.35295457100		Santa Catalina Island	90704
ELSGDPD	El Segundo PD	33.91981357000	-118.41532395800	348 Main St	El Segundo	90245
ENC1	Encinal 1 (Fire Camp 13)	34.08263526220	-118.86700644400	1250 S. Encinal Canyon Rd	Malibu	90265
ENT	Entrada Tank Site	34.12543015200	-118.63378598500	21285 W. Entrada Road	Topanga	90290
FCCF	LA County Fire Command	34.05242841960	-118.17216054300	1320 N Eastern Ave	Los Angeles	90063
FRP	Frost Peak (Upper Blue Ridge)	34.35163324650	-117.67441651000	Blue Ridge Rd. 3N06	Wrightwood	92397
FTP	Flint Peak	34.16358428530	-118.19659635100	3600 Linda Vista Rd	Glendale	91206
GMT	Grass Mountain	34.64090754580	-118.41440358900	San Francisquito Rd. to 6N04	Green Valley	91390
GRM	Green Mountain	34.08638554730	-118.54893924400	Temescal Canyon Fire Rd	Los Angeles	90272
H-17A	H-17A	33.99814956560	-118.03649518300	Intersection of Ridge Fire Rd and Tank Fire E Rd	Whittier	90601
H-69B	H-69B	34.07456323100	-118.62821612300	Unnamed road – nearest intersection West Saddle Peak Rd	Topanga	91301
HPK	Hauser Peak	34.54672885110	-118.21881741200	Sierra Pelona W Mountain Way	Palmdale	93510
HUC	Harbor UCLA	33.83047595380	-118.29173714400	1000 West Carson St	Torrance	90502
ICC	County Courthouse Inglewood	33.96473603350	-118.35537025500	One Regent St.	Inglewood	90301
INGPD	Inglewood PD	33.96361548170	-118.35431528400	1 Manchester Blvd	Inglewood	90301
JOP	Josephine Peak	34.28578141640	-118.15384824300	Angeles Forest Hwy/Josephine Peak Road	Clear Creek/above La Cañada Flintridge	91011
JPK	Johnstone Peak - 1	34.16032563460	-117.79878592600	Angeles National Forest	San Dimas	91741
JPK2	Johnstone Peak - 2	34.16025719990	-117.79962671600	Sycamore Canyon Rd	San Dimas	91741
LACF028	County FS 28	33.97062404770	-118.03777025100	7733 Greenleaf Ave	Whittier	90602
LACF030	County FS 30	33.85758871210	-118.08163483200	19030 Pioneer Blvd	Cerritos	90703
LACF056	County FS 56	33.75663085020	-118.35416167300	12 Crest Road W	Rolling Hills	90274
LACF072	County FS 72	34.07680625510	-118.88093349200	1832 S Decker Rd	Malibu	90265
LACF077	County FS 77	34.75880210130	-118.79721507600	46833 Peace Valley Rd	Gorman	93243
LACF091	County FS 91	33.99658825870	-117.98844931500	2691 S Turnbull Canyon Rd	Hacienda Heights	91745

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
LACF099	County FS 99	34.03983464600	-118.88359030500	32550 Pacific Coast Hwy	Malibu	90265
LACF119	County FS 119	33.97615258730	-117.85532077800	20480 E Pathfinder Rd	Walnut	91789
LACF134	County FS 134	34.66846143360	-118.17515357600	43225 N. 25th St	Lancaster	93536
LACF136	County FS 136	34.61612937810	-118.19476979000	3650 Bolz Ranch Rd	Palmdale	93551
LACF144	County FS 144	34.13905339750	-118.81900050100	31981 Foxfield Dr	Westlake Village	91361
LACF149	County FS 149	34.49673006390	-118.61610442400	31770 Ridge Route	Castaic	91384
LACF151	County FS 151	34.13778359220	-117.86752819500	231 W Mountain View	Glendora	91741
LACF157	County FS 157	34.61791883160	-118.41002602300	15921 Spunky Canyon Rd	Santa Clarita	91390
LACF164	County FS 164	33.98306031630	-118.23066172200	6301 S Santa Fe Ave	Huntington Park	90255
LACF169	County FS 169	34.09539465740	-118.01149825600	5112 N Peck Road	El Monte	91732
LACF173	County FS 173	33.95560646810	-118.32683019200	9001 S Crenshaw	Inglewood	90303
LACFCP08	Camp 8	34.05968892390	-118.64634398200	Unnamed road – nearest intersection Rambla Pacifico St	Malibu	90265
LACFCP09	County CP 9	34.35248808200	-118.41125157300	21521 N Sand Canyon Rd	Santa Clarita	91350
LACFCP11	County CP 11	34.43787616460	-118.28836134400	8800 W Soledad Canyon Rd	Santa Clarita	91350
LACFDEL	Del Valle Training	34.42502714220	-118.66233731900	28101 Chiquito Canyon Rd	Valencia	90731
LAFD005	City FS 005	33.95602487320	-118.40350007400	8900 S Emerson Ave	Westchester	90045
LAFD079	City FS 079	33.86766886040	-118.29014153000	18030 S Vermont Ave	Gardena	90248
LAFD084	City FS 084	34.17242844880	-118.59174016900	21050 W Burbank Blvd	Woodland Hills	91367
LAFD088	City FS 088	34.16366086060	-118.46809280000	5101 N Sepulveda Blvd	Sherman Oaks	91403
LAFD095	City FS 095	33.94519134320	-118.38079179000	10010 International Rd	Los Angeles	90045
LAHE	LA City Hall East	34.05303497140	-118.24161798100	200 N. Main St	Los Angeles	90012
LAPD077	77th Street Area Complex	33.97049816770	-118.27762281000	7600 S Broadway St	Los Angeles	90003
LAPDDVN	Devonshire Area Station	34.25686691650	-118.53136784900	10250 Etiwanda Ave	Northridge	91326
LAPDVDC	Valley Dispatch Center	34.22085499500	-118.62838928200	23001 Roscoe Blvd	Los Angeles	91304
LASDCSN	Carson	33.83426176620	-118.26165133600	21356 S Avalon Blvd	Carson	90745

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
LBR	Lower Blue Ridge	34.37462753550	-117.70614216200	Angeles National Forest East Blue Ridge Road	Wrightwood	92397
LDWP243	DWP Sylmar Water Ladder	34.32729104990	-118.49778106600	13801 Balboa Blvd	Los Angeles	91342
LEPS	Lower Encinal Pump Station	34.04573718000	-118.88965471200	Intersection of Camino De Buena Ventura and Avenida De La Encinal	Malibu	90265
LPC	Loop Canyon	34.35294990530	-118.41691851700	Angeles National Forest – off Forest Route 3N17	Santa Clarita	91350
LPK	Liberty Park	33.85714573070	-118.10053388300	19211 Studebaker Road	Cerritos	90703
MAM	Magic Mountain	34.38621656050	-118.32929068400	Santa Clarita Divide Rd	Santa Clarita	91355
MDI	Mount Disappointment	34.24670388070	-118.10474180000	Angeles National Forest Mount Disappointment Rd	above La Cañada Flintridge	91011
MIR	Mirador	34.15961752150	-118.18496716900	Glen Oaks Blvd	Pasadena	91105
MLE	Mount Lee	34.13484670190	-118.32016521100	3800 Mt. Lee Drive	Los Angeles	90068
MLM	Mira Loma Facility	34.69808691790	-118.23602613300	45100 N. 60th West	Lancaster	93536
MMC	Mount McDill	34.56592420010	-118.25478471800		Palmdale	93551
MML	Magic Mountain Link	34.38621656050	-118.32929068400	Santa Clarita Divide Rd	Above Santa Clarita	91387
MTL	Mount Lukens	34.26908669230	-118.23858261500	5150 Mount Lukens Truck Trail	Los Angeles	91011
MTL2	Mount Lukens-2	34.26906750110	-118.23822932000	5150 Mount Lukens Truck Trail	Los Angeles	91011
MTW	Mount Washington	34.10427783550	-118.21487930200	721 Lark Ct.	Los Angeles	90065
MVS	Monte Vista (Star Center)	33.92786030930	-118.02443947100	11515 Colima Road	Whittier	90604
OAT	Oat Mountain-1	34.32021538280	-118.56574743800	Palo Sola Truck Rd	Chatsworth	91311
OLI	Olinda	33.93966386910	-117.82552535500	Valencia Ave	Brea	92823
OMC	Oat Mountain-2	34.32831198300	-118.59802792700	19307 Sesnon Blvd.	Porter Ranch	91326
ONK	Oat Mountain Nike	34.32600054650	-118.58677403200		Chatsworth	91311
PASPD01	Pasadena Police Department	34.14807717200	-118.14505562500	214-290 Ramona St	Pasadena	91101
PDC	Pacific Design Center	34.08374317140	-118.38313176200	8687 Melrose Ave	West Hollywood	90069

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
PHN	Puente Hills	33.95594040500	-117.89502159400	Near Vantage Point Dr	Rowland Heights	91748
PMT	Pine Mountain	34.22346225130	-117.90198564200	Hwy 39 to 2N24	above Azusa	91702
PRG	Portal Ridge	34.67514821480	-118.41326775300	Angeles National Forest	Lake Hughes	93532
PSH	Pomona 1620 Hillcrest	34.01659118110	-117.76583700400	13016 Trail View Lane	Chino Hills	91709
PVC	Point Vicente	33.74490359230	-118.40702036600	U.S. Coast Guard Reservation – Nearest intersection Hawthorne Blvd	Rancho Palos Verdes	90275
PWT	Portshead Tank	34.03395425180	-118.80272322700	5961 S. Cavalleri Rd	Malibu	90265
RHT	Rolling Hills Transmit	33.76955601340	-118.37640652900	5741 W Crestridge Rd	Rancho Palos Verdes	90275
RIH	Rio Hondo	34.01673782860	-118.01531926000	Near Workman Mill Rd	Whittier	90601
SCH	San Pedro City Hall	33.73808361010	-118.28016716100	638 S. Beacon St	Los Angeles	90017
SDW	San Dimas	34.07174559930	-117.81368871600	310 Via Blanca	San Dimas	91773
SGH	Signal Hill	33.79945555380	-118.16287493000	2321 Stanley Ave	Signal Hills	90755
SIM	Simpsons' Building	34.13980586090	-118.35377192700	Building 42, Fox Lot, 10201 West Pico Blvd	Los Angeles	90064
SPC	San Pedro Hill	33.74654380040	-118.33577626100	3860 Crest Road E	Palos Verdes Peninsula	90274
SPN	Saddle Peak	34.07559565750	-118.66000012400	24574 W. Saddle Peak Rd	Malibu	90265
SUN	Sunset Ridge	34.18808900320	-117.70505827000	Angeles National Forest	Above Claremont	91711
SUN2	Sunset Ridge-2	34.18803627440	-117.70474104800	Angeles National Forest	Above Claremont	91711
SVP	San Vicente Peak	34.12882947780	-118.51267142700	17500 Mulholland Drive	Los Angeles	90049
SWP	Southwest Area Station	34.01027907260	-118.30483594100	1546 W Martin Luther King Jr Blvd	Los Angeles	90062
TMT	Table Mountain	34.38293258740	-117.68508687100	Hwy 2/Forest Service Rd 4N21	Wrightwood	92397
TOP	Topanga Peak	34.08361528430	-118.63926388400		Topanga	90290
TPK	Tejon Peak	34.80310874610	-118.81566272700	37407 Gorman Post Rd	Gorman	93243
TWR	Tower Peak	33.42952820860	-118.47829825400	Banning House Rd	Santa Catalina Island	90704
VPC	Verdugo Peak	34.21984572590	-118.29052388300	Verdugo Mountain Way	Glendale	91208

SITE ID	SITE NAME	LAT WGFS84	LONG WGS84	STREET ADDRESS	CITY	ZIP CODE
VPK	Verdugo Peak-2	34.21745613260	-118.28326683200	Unnamed road - nearest intersection Hostetter Fire Rd	Glendale	91214
WAD	Walker Drive	34.10977769310	-118.39107753100	409 Walker Dr	Beverly Hills	90210
WHD	W. Hollywood Sheriff Station	34.08447944910	-118.38313349300	780 N San Vicente Blvd	West Hollywood	90069
WLK	West Lake City Hall	34.14441547300	-118.79870010900	31200 Oak Crest Dr	Westlake Village	91361
WMP	Whitaker Middle Peak	34.56936855260	-118.74024745900	Whitaker Fire Rd; Angeles National Forest	Castaic Lake	91384
WS1	100 Wilshire	34.01684734760	-118.50047568300	100 Wilshire Blvd	Santa Monica	90401
WTR	Whittaker Ridge	34.58399950980	-118.72180697300	Whitaker Fire Rd; Angeles National Forest	Castaic Lake	91384
ZHQ	Zuma Life Guard HQ	34.01837707490	-118.82628310500	30050 Pacific Coast Highway	Malibu	90265