

## 3. ENVIRONMENTAL ANALYSIS

### 3.1 Introduction to the Environmental Analysis

This chapter contains the discussion of each environmental study topic for long-term or operational impacts of the alternatives. Chapter 4 (Construction Impacts) evaluates impacts to each study topic area that would occur during the construction period of the alternatives.

#### 3.1.1 Section Organization

Each study topic is contained within a section in this chapter and is organized in the same way to support the reader in following the analysis.

##### Introduction

An introduction of the topic area and key considerations for the analysis is included within this subtitle.

##### Existing Conditions

Each section contains a description of the existing physical environment currently present in the study area. The study area is generally defined as 0.5 mile on each side of the proposed alternatives (1 mile total width). However, for topic areas such as Geology, Soils, and Seismicity; Hydrology/Water Quality; and Biological Resources, the discussions expand beyond this study area in order to provide context to the resource discussions.

##### Regulatory Setting

Where appropriate, each section contains an explanation of relevant federal, state, regional, and local regulations that apply to the topic being analyzed.

##### Analytic Methodology

Each section includes a discussion of the methodology used to determine whether an impact would occur and the relative severity of that impact.

##### Criteria, Impact Evaluation, and Mitigation Measures

Each section includes a statement of the significance criteria used for the evaluation, as well as discussion of the impacts and mitigations to address the impacts.

A project may have the following types of impacts:

- *No Impact (NI)*—Impact that does not exceed or modify the identified criteria
- *Beneficial Impact (B)*—Impact that improves the condition relative to the criteria
- *Less-Than-Significant Impact (LTS)*—Impact would cause no substantial adverse change in the environment

- *Significant Impact (S)*—Impact that exceeds the defined environmental criteria and can be eliminated or reduced through the implementation of feasible mitigation measures
- *Significant and Unavoidable Impact (SU)*—Impact that exceeds the defined environmental criteria after the consideration of feasible mitigation measures

Where mitigations are required they are called out as a mitigation measure with the initials MM, the topic they apply to is abbreviated, and each is numbered sequentially by topic. A sample, where AQ stands for Air Quality, is shown below.

*MM AQ-1                      Analysis that concludes mitigation is needed would include them in the discussion, and show them indented and italicized per this sample.*

#### 3.1.2 No-Build Alternative and Relationship to the Environmental Baseline

The CEQA Guidelines states that the “purpose of describing and analyzing a no project alternative is to allow the public and decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project” (14 *California Code of Regulations* (“CEQA Guidelines”) Section 15126.6(e)(1)). The No-Build Alternative is included in the EIR to provide a basis for comparison of what would happen if a LRT Alternative or the TSM Alternative is not approved.

The CEQA Guidelines makes a distinction between the environmental “baseline” and the no-project alternative analysis. The CEQA Guidelines provide that the impacts of a project are normally determined by comparing the impacts of the project against the “physical environmental conditions in the vicinity of the project” (CEQA Guidelines Section 15125(a)). The CEQA Guidelines provides, however, that the EIR shall also examine “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community service” (CEQA Guidelines Section 15126.6(e)(2)).

Consistent with the CEQA Guidelines, the No-Build Alternative is defined to consist of the existing transit services as well as improvements explicitly committed to be constructed by the year 2030 as defined in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).<sup>47</sup> Accordingly, this No-Build Alternative includes only transit service and roadway construction projects that are programmed and funded and would be expected to occur, independent of and regardless of whether one of the proposed TSM or LRT Alternatives is approved. Of the various programmed construction improvements contained in the SCAG RTP, only the I-405 Carpool Lane/Widening (I-405 from the I-10 to US 101), the I-10 Robertson Interchange, and the Overland Avenue Bridge Widening (over I-10) involve potential changes to physical environment of the Expo Phase 2 project study area.

In accordance with the CEQA Guidelines, the EIR evaluates the impacts of the project alternatives against existing conditions. The EIR also evaluates projected future traffic and air quality conditions with and without the project. This is necessary so that the public and the decision-makers may understand the future impacts on traffic and air quality of approving and not approving the project. In this manner, the EIR evaluates both the impact of the project

<sup>47</sup> 2008 Regional Transportation Plan: Making the Connections, adopted May 2008.

alternatives against current environmental conditions as well as comparing the impacts of the project against projected future traffic and air quality conditions.

The future traffic and air quality conditions are based on the adopted official demographic and projections for the project area and region. Past experience with the adopted demographic projections indicate that it is reasonable to assume that the population of the project area and the region will continue to increase over the life of the project. The projected population increases will, in turn, result in increased traffic congestion and increased air emissions from mobile sources in the project area and in the region.

### **3.1.3 Determination of Impacts**

#### **Impacts of the LRT Alternatives**

As required by CEQA, impacts are defined as the change to existing or reasonably foreseeable conditions as a result of implementing a proposed project. Thus, construction of a new project will alter the physical environment. These changes to “on-the-ground” conditions need to be identified. A transportation project includes significant capital infrastructure and is intended to meet long-term needs. As a result, the permanent effects of those transportation projects are, and should be, evaluated based on a longer-term perspective that takes increases in population and programmed changes to the transportation system into account. Since the project is addressing both existing and long-term transportation shortfalls, that longer-term perspective should include reasonably foreseeable other improvements.

For this project the long-term permanent impacts are evaluated against what is expected to be existing conditions in 2030. This assumes the planned growth (jobs and employment) and related funded transportation improvements as proposed in the SCAG RTP. In addition, short-term impacts associated with the construction period (2011 to 2015) of the project have also been evaluated.

The EIR identifies the significance of any physical impact of the project based on the comparison against existing physical conditions in the project area. With regard to impacts of the project on traffic and air quality, the EIR identifies the significance of the impact of the project (and the alternatives) by comparing future traffic and air quality conditions with and without the project. Because population and traffic are anticipated to increase over the life of the project, this approach provides the public and decision makers with a realistic evaluation of the significance of air quality and traffic impacts over the life of the project.

#### **Impacts of the No-Build Alternative**

The No-Build Alternative describes the future physical environmental conditions, including the population growth, jobs growth and the transportation improvements included in the RTP without the proposed TSM or LRT Alternatives. This allows decision makers to compare the impacts of approving one of the project alternatives with the impacts of not approving one of the project alternatives as represented by the No-Build in accordance with CEQA Guidelines Section 15126.6(e)(1). This EIR is intended to identify the impacts of the TSM or LRT Alternatives, as the proposed project, and to inform the decision makers and the public the consequences of not advancing the project. The evaluation of the effects of the comprehensive package RTP funded projects included in the No-Build Alternative is provided in the SCAG Draft RTP Program EIR (January 2008).

The SCAG RTP Program EIR clarifies that each project in the RTP is required to complete an individual project environmental clearance as that project advances through the development process. Relative to the RTP projects in the study area, a project-specific environmental document has been completed for the I-405 Sepulveda Pass Widening Project FEIR/EIS (January 2008). ~~No project-level environmental clearance has also yet been completed for the Overland Avenue widening project by the City of Los Angeles and construction is underway.~~ The impact evaluation in this document has taken into account the impacts identified in the I-405 Widening FEIR/EIS, and has reasonably assumed that, related to the limited nature of the widening and/or their distance from the proposed Expo Phase 2 project, the I-10/Robertson Interchange and the Overland Avenue Widening would not measurably affect the TSM or LRT Alternatives impact findings.

It should be clear that a decision to proceed, or not proceed, with an Expo Phase 2 project alternative will not affect progress on the remainder of the RTP projects. The impacts associated with those projects will happen regardless of whether the proposed Expo Phase 2 project is approved or not. Thus, in describing the relevant effects of the No-Build Alternative, this EIR focuses on those resources where there would be a notable difference between the two scenarios, with this project and without this project. Thus, changes in vehicle miles traveled, for example, would be different for the No-Build Alternative and the LRT Alternatives, and could result in differences in air emissions, energy consumption, and greenhouse gas emissions that should be identified.

#### 3.1.4 Significance Thresholds

The *California Environmental Quality Act* (CEQA) requires that an Environmental Impact Report (EIR) identify the significant environmental effects of the project (CEQA Guidelines Section 15126), but does not promulgate specific thresholds of significance. Instead, CEQA Guidelines Section 15064(b) states that “the determination ... calls for careful judgment on the part of the public agency involved ...” and that “an ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting.” The fundamental definition of significant effect under CEQA is “a substantial adverse change in physical conditions.” This criterion underlies the evaluation of environmental impacts for most of the impact issues identified in the CEQA Environmental Checklist Form (CEQA Guidelines Appendix G). CEQA encourages lead agencies to develop and publish their own thresholds of significance for the purpose of determining the significant effects of their projects.

Some impact categories lend themselves to scientific mathematical analysis, and therefore to quantification. Some categories have significant thresholds established by regulatory agencies, such as the California Department of Conservation or the South Coast Air Quality Management District (SCAQMD). For other impact categories that are more qualitative or are entirely dependent on the immediate setting, a hard-and-fast threshold is not generally feasible, and the “substantial adverse change in physical conditions” is applied as the significance criterion.

Some resource criteria warrant both operational (long-term) and construction (short-term) consideration, while some apply only to operations and yet others only to construction. They are included accordingly in Chapter 3 (Environmental Analysis) and Chapter 4 (Construction Impacts).

In the current analysis, the Exposition Metro Line Construction Authority (Expo Authority) has given careful consideration to the issue of significance and has established thresholds in

coordination with public agencies to evaluate the effects of the Expo Phase 2 project under CEQA. These significant thresholds are shown in Table 3.1-1 (Thresholds of Significance for Expo Phase 2).

**Table 3.1-1 Thresholds of Significance for Expo Phase 2**

| Resource Impact                           | CEQA Significance Threshold   | Source(s)   |
|---|---|---|
| <p><b>Transportation/<br/>Traffic</b></p> | <ul style="list-style-type: none"> <li>• The project would cause a substantial increase in regional vehicle miles traveled (VMT) or vehicle hours traveled (VHT).</li> <li>• The project would cause a substantial decrease in daily transit trips, daily boardings, or transit mode share.</li> <li>• The project's at-grade crossings would substantially disrupt traffic operations and / or would substantially affect emergency vehicle response.</li> <li>• The project would cause a substantial diversion of traffic onto a residential street</li> <li>• The project would cause an intersection's level of service (LOS) under the No-Build to deteriorate from acceptable LOS to below LOS E or LOS F, or the proposed project would cause increase the average vehicle delay for the intersection by four seconds or more for intersections which are already operating at LOS E or LOS F under No-Build conditions.</li> <li>• The project would cause parking intrusion into adjacent neighborhoods or commercial areas where the demand for parking at a station exceeds the proposed parking lot capacity.</li> <li>• The project would exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways.</li> <li>• The project would result in inadequate on-street parking capacity.</li> <li>• The project would result in loss of off-street parking area where the City requirements are no longer met (taking into account the proximity to mass transit) and replacement parking is no longer available (assuming that City requirements were met prior to the project).</li> <li>• The project would result in conflicts with the pedestrian safe routes to school, resulting in unsafe conditions <del>(applicable only in the City of Los Angeles).</del></li> <li>• The project would result in unsafe conditions for pedestrians or bicyclists through the elimination of pedestrian/bicycle facilities or by making such facilities substandard, unsafe, or inaccessible.</li> <li>• The project would conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks).</li> </ul> | <p>Expo Authority; CEQA Guidelines, Appendix G, Checklist; City of Los Angeles; Executive Order 13045 regarding Child Environmental Health and Safety Risks</p> |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact              | CEQA Significance Threshold   | Source(s)  |
|------------------------------|---|--|
| <b>Aesthetics</b>            | <ul style="list-style-type: none"> <li>• The project would result in an adverse effect on a scenic vista, or damage or remove important aesthetic features (e.g., removal of vegetation originally intended to enhance the appearance of the constructed environment).</li> <li>• Substantially damage a scenic resource, <u>including but not limited to trees, rock outcroppings, and historic buildings within a scenic highway or state scenic highway site and its surroundings</u>, or damage or remove important aesthetic features (e.g., removal of vegetation originally intended to enhance the appearance of the constructed environment)</li> <li>• Substantially degrade the existing visual character or quality of the site and its surroundings.</li> <li>• Create a new source of light or glare that would adversely affect day or nighttime views in the area.</li> </ul> | Expo Authority   |
| <b>Air Quality</b>           | <ul style="list-style-type: none"> <li>• Conflict with or obstruct implementation of the applicable air quality plan.</li> <li>• Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</li> <li>• Exceed SCAQMD recommended threshold for daily emissions from <del>construction and operation</del>.</li> <li>• Result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors, including VOCs and NO<sub>2</sub>).</li> <li>• Expose sensitive receptors to substantial pollutant concentrations.</li> <li>• Create objectionable odors affecting a substantial number of people.</li> </ul>  | SCAQMD; CEQA Guidelines, Appendix G, Checklist; USEPA Transportation Conformity Rule |
| <b>Global Climate Change</b> | <ul style="list-style-type: none"> <li>• <del>Would contribute to a regional increase in</del> <u>create</u> greenhouse gas emissions <u>that would directly or indirectly have a significant impact based on any threshold of significance.</u></li> <li>• <u>Would the project conflict with any existing applicable agency plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions</u></li> </ul>   | Assembly Bill 32 OPR Proposed CEQA Guidelines Amendments (2009) <sup>a</sup>         |
| <b>Biological Resources</b>  | <ul style="list-style-type: none"> <li>• Result in a substantial adverse effect on any federally, state-, or locally designated sensitive species, including threatened, endangered, or candidate species as identified by the United States Fish and Wildlife and Service and/or the California Department of Fish and Game.</li> <li>• Result in a substantial adverse effect on riparian habitat or other sensitive natural communities.</li> <li>• Remove or have an adverse effect on any federally</li> </ul>   | Expo Authority; CEQA Guidelines, Appendix G, Checklist; USFWS; CDFG                  |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact                        | CEQA Significance Threshold   | Source(s)   |
|--|---|---|
|  | <p>protected wetlands.</p> <ul style="list-style-type: none"> <li>• Interfere with the movement of any native or migratory fish or wildlife species.</li> <li>• Conflict with local policies or ordinances protecting biological resources.</li> <li>• Conflict with the provisions of an adopted Habitat Conservation Plan (HCP).</li> </ul>   |   |
| <b>Cultural Resources</b>              | <ul style="list-style-type: none"> <li>• Adverse effects under CEQA to previously unidentified archaeological resources.</li> <li>• Physical destruction, damage, or alteration of all or part of California Register-eligible archaeological resources, thus creating significant impacts under CEQA.</li> <li>• Physical destruction, damage, or alteration of all or part of California Register-eligible historic <u>properties</u><u>architectural resources</u>, thus creating significant impacts under CEQA.</li> <li>• Introduce visual, audible, or atmospheric elements that are out of character with California Register-eligible historical resources or alter their setting, thus creating significant impacts under CEQA.</li> </ul>  | Expo Authority; CEQA Guidelines; NHPA Section 106                             |
| <b>Geology, Soils, and Seismicity</b>  | <ul style="list-style-type: none"> <li>• Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>– 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.</li> <li>– Strong seismic groundshaking</li> <li>– Seismic-related ground failure, including liquefaction</li> <li>– Landslides</li> </ul> </li> <li>• Result in substantial soil erosion or the loss of topsoil.</li> <li>• 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 off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</li> <li>• Be located on expansive soil, as defined in Table 18-1-A of the CBC (2001), creating substantial risks to life or property.</li> </ul> | Expo Authority; CEQA Guidelines, Appendix G, Checklist                        |
| <b>Hazards and Hazardous Materials</b> | <ul style="list-style-type: none"> <li>• Routinely expose the public or the environment to hazardous materials.</li> <li>• Create the potential for upset or accident conditions involving the release of hazardous materials.</li> <li>• Emit hazardous emissions or handle hazardous or <del>acutely hazardous</del> hazardous materials, substances, or waste within one-</li> </ul>   | CEQA Guidelines, Appendix G, Checklist; Executive Order 13045 regarding Child |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact                     | CEQA Significance Threshold  | Source(s)   |
|-------------------------------------|--|---|
|                                     | <p>quarter-mile of an existing or proposed school.</p> <ul style="list-style-type: none"> <li>• Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.</li> <li>• Be located within two miles of a public airport or public use airport where the Project would result in a safety hazard for people residing or working in the Project area.</li> <li>• Physically interfere with an adopted emergency response or evacuation plan.</li> <li>• 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.</li> </ul>   | <p>Environmental Health and Safety Risks</p>  |
| <b>Hydrology/<br/>Water Quality</b> | <ul style="list-style-type: none"> <li>• Conflict with applicable legal requirements related to hydrology or water quality, including a violation of state water quality standards or waste discharge requirements.</li> <li>• Substantially degrade groundwater quality or interfere with groundwater recharge, or deplete groundwater resources in a manner that would cause water-related hazards, such as subsidence.</li> <li>• Alter the existing drainage pattern of the site or area in a manner that would cause substantial flooding, erosion, or siltation.</li> <li>• Create or contribute to runoff that would exceed the drainage and flood control capacity of existing or planned storm water drainage systems.</li> <li>• Place within a 100-year flood hazard area structures that would impede or redirect flood flows, or otherwise expose people and/or property to water-related hazards, such as flooding.</li> </ul> | <p>Expo Authority; CEQA Guidelines, Appendix G, Checklist; Executive Order 11988 on Floodplain Management</p> |
| <b>Land Use/<br/>Planning</b>       | <ul style="list-style-type: none"> <li>• Physical division of an established community.</li> <li>• Inconsistency 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.</li> <li>• Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.</li> </ul>   | <p>Expo Authority; CEQA Guidelines, Appendix G, Checklist</p>   |
| <b>Noise and<br/>Vibration</b>      | <ul style="list-style-type: none"> <li>• Expose persons to or generate noise levels in excess of standards established in the Federal Transit Administration (FTA) noise impact criteria.</li> <li>• Exposure of persons to or generation of excessive groundborne vibration, groundborne noise levels, or vibration levels in buildings that exceed the FTA vibration impact</li> </ul>   | <p>FTA Noise and Vibration Criteria<br/>CEQA Guidelines</p>   |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact                       | CEQA Significance Threshold  | Source(s)   |
|---------------------------------------|--|---|
|                                       | <p>criteria.</p> <ul style="list-style-type: none"> <li>• Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</li> <li>• Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</li> <li>• Expose people residing or working in the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.</li> <li>• Expose people residing or working in the project site to excessive noise levels from a project located within the vicinity of a private airstrip.</li> </ul> | Appendix G  |
| <b>Paleontological Resources</b>      | <ul style="list-style-type: none"> <li>• Directly or indirectly damage or destroy a unique paleontological resource or site or unique geologic feature.</li> </ul>   | Expo Authority, CEQA Guidelines, Appendix G, Checklist                                      |
| <b>Parks and Community Facilities</b> | <ul style="list-style-type: none"> <li>• Acquire or displace a community facility.</li> <li>• Disrupt community facilities and services through a reduction in access to community facilities or cause a substantial alteration of service areas.</li> <li>• Result in a significant impact to parks if it required the expansion or construction of a new park or park facilities, the construction of which could cause significant environmental impacts.</li> </ul>  | CEQA Guidelines, Appendix G Checklist   |
| <b>Safety and Security</b>            | <ul style="list-style-type: none"> <li>• Cause or create the potential for substantial adverse safety conditions, including station accidents, boarding and disembarking accidents, right-of-way accidents, collisions, and fires, and major structural failures.</li> <li>• Substantially limit the delivery of community safety services, such as police, fire, or emergency services.</li> <li>• Cause or create the potential for substantial adverse security conditions, including: incidents, offenses, and crimes.</li> <li>• Cause or create the potential for increased pedestrian and/or bicycle safety risks.</li> </ul>   | Expo Authority; Executive Order 13045 regarding Child Environmental Health and Safety Risks |
| <b>Socioeconomics</b>                 | <ul style="list-style-type: none"> <li>• Real property is acquired and business, residential owners, or tenants are required to relocate.</li> <li>• Displace substantial numbers of people and/or existing housing, necessitating the construction of replacement housing elsewhere or create a demand for additional housing that cannot be accommodated by existing housing stock.</li> </ul>   | Expo Authority, CEQA Guidelines, Appendix G, Checklist                                      |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact         | CEQA Significance Threshold  | Source(s)  |
|-------------------------|--|--|
|                         | <ul style="list-style-type: none"> <li>• Would the project result in the termination of Metro's long-term leases/licenses prior to their original expiration date for the purpose of constructing a transit service improvement and supporting infrastructure?</li> <li>• 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).</li> </ul>  |  |
| <b>Energy Resources</b> | <ul style="list-style-type: none"> <li>• Lead to a wasteful, inefficient, or unnecessary usage of fuel or energy.</li> <li>• Result in a substantial increase in demand upon existing energy sources such that the capacity to provide the energy is approached or exceeded and/or substantial additional capacity or the development of new energy sources.</li> </ul>  | CEQA Guidelines, Appendix F                                    |
| <b>Construction</b>     | <p><u>Transportation/Traffic</u></p> <ul style="list-style-type: none"> <li>• Construction activities that would interfere with or result in the closure of one or more lanes of a major traffic-carrying street for an extended period of time (one month or more).</li> <li>• Construction activities that would result in the diversion of traffic through residential areas.</li> <li>• Construction activities that would result in long-term (three months or more) loss of parking or pedestrian access that is essential for continued operation of businesses.</li> </ul> <p><u>Aesthetics</u></p> <ul style="list-style-type: none"> <li>• <u>Substantially degrade the existing visual character or quality of the site and its surroundings.</u></li> </ul> <p><u>Air Quality</u></p> <ul style="list-style-type: none"> <li>• <u>Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</u></li> <li>• <u>Result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors, including VOCs and NOX).</u></li> <li>• <u>Generate emissions that could result in an exceedance of localized significance thresholds (LST) for CO, NOX, PM10, and PM2.5 established by the SCAQMD, and, therefore, could expose sensitive receptors to substantial pollutant concentrations.</u></li> <li>• <u>Create objectionable odors affecting a substantial number of people.</u></li> </ul> <p><u>Global Climate Change</u></p> <ul style="list-style-type: none"> <li>• <u>Make a substantial contribution to greenhouse gas</u></li> </ul> | Expo Authority; CEQA Guidelines, Appendix G, Checklist; SCAQMD |

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| Resource Impact | CEQA Significance Threshold  | Source(s) |
|-----------------|--|-----------|
|                 | <p><u>emissions.</u></p> <p><u>Biological Resources</u></p> <ul style="list-style-type: none"> <li>• <u>Impact any MBTA protected species and/or avian species protected under Section 3503 of the Fish and Game Code.</u></li> </ul> <p><u>Geology, Soils, and Seismicity</u></p> <ul style="list-style-type: none"> <li>• <u>Result in substantial soil erosion or the loss of topsoil.</u></li> </ul> <p><u>Hazards and Hazardous Materials</u></p> <ul style="list-style-type: none"> <li>• <u>Create the potential for upset or accident conditions involving the release of hazardous materials.</u></li> <li>• <u>Physically interfere with an adopted emergency response or evacuation plan.</u></li> </ul> <p><u>Hydrology/Water Quality</u></p> <ul style="list-style-type: none"> <li>• <u>Conflict with applicable legal requirements related to hydrology or water quality, including a violation of state water quality standards or waste discharge requirements.</u></li> <li>• <u>Substantially degrade groundwater quality or interfere with groundwater recharge, or deplete groundwater resources in a manner that would cause water-related hazards such as subsidence.</u></li> </ul> <p><u>Land Use/Planning</u></p> <ul style="list-style-type: none"> <li>• <u>Result in the physical division of an established community.</u></li> </ul> <p><u>Noise and Vibration</u></p> <ul style="list-style-type: none"> <li>• <u>Expose the public to, or generate, noise levels in excess of the Federal Transit Administration (FTA) noise impact criteria.</u></li> <li>• <u>Expose the public to, or generate, excessive groundborne vibration, groundborne noise levels, or vibration levels in buildings exceeding the FTA vibration impact criteria.</u></li> </ul> <p><u>Paleontological Resources</u></p> <ul style="list-style-type: none"> <li>• <u>Directly or indirectly destroy or disturb a unique paleontological resource or site or unique geologic feature.</u></li> </ul> <p><u>Parks and Community Facilities</u></p> <ul style="list-style-type: none"> <li>• <u>Disrupt community facilities and services through a reduction in access to community facilities or cause a substantial alteration of service areas.</u></li> </ul> <p><u>Safety and Security</u></p> <ul style="list-style-type: none"> <li>• <u>Substantially limit the delivery of community safety services, such as police, fire, or emergency services.</u></li> </ul> <p><u>Socioeconomics</u></p> <ul style="list-style-type: none"> <li>• <u>Construction activities disrupt a business for a period of three months or more.</u></li> </ul> |           |

Table 3.1-1 Thresholds of Significance for Expo Phase 2

| Resource Impact | CEQA Significance Threshold   | Source(s) |
|-----------------|---|-----------|
|                 | <u>Energy Resources</u> <ul style="list-style-type: none"> <li>• <u>Lead to a wasteful, inefficient, or unnecessary usage of fuel or energy.</u></li> </ul> |           |

a. In January 2009, OPR released preliminary draft revisions to the CEQA Guidelines with regard to evaluating, measuring, and mitigating the potential greenhouse gas emissions of a project. These preliminary draft guidelines allow a lead agency to consider a number of factors in determining the significance of a project's potential greenhouse gas emissions, including the extent to which the project would help or hinder attainment of emissions reduction goals set by AB 32, the FEIR reflects this new guidance.