



DEPARTMENT OF THE ARMY
HEADQUARTERS, 63D REGIONAL READINESS COMMAND
4235 YORKTOWN AVENUE
LOS ALAMITOS, CA 90720-5002

REPLY TO
ATTENTION OF:

Environmental Division

September 8, 2006

To Whom It May Concern:

Los Alamitos, an installation within the US Army Reserves, is participating in the US Army Base Realignment and Closure (BRAC) Activities initiative. Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act and 32 CFR Part 651, Environmental Analysis of Army Actions, the U.S. Army conducted an Environmental Assessment (EA) of the potential environmental and socioeconomic effects associated with proposed implementation of the BRAC Recommendation to relocate several units in the Los Angeles area to a new Armed Forces Reserve Center on a property that has been transferred to the Army in Bell, California.

Briefly, the Army proposes to demolish an existing 620,800 square feet of warehouse space on the Bell site, remove approximately 30 acres of pavement that cover the rest of the site, construct a total of 422,566 square feet of facilities, and an additional 15 acres of paving, walks, curbs, and gutters. Approximately 148 full-time employees would staff the facilities, and up to 4,058 Soldiers would train on the project site. There would be no weekday training. The proposed demolition and construction would be completed over 19 months, beginning as early as June 2007.

Based on the draft Finding of No Significant Impact (FNSI) and the referenced EA, it has been determined that implementation of the proposed action at any of the alternative sites would result in minor adverse effects. As part of the proposed action, the Army would implement protection measures for air quality, water resources, traffic, biological resources, and cultural resources. There would be no significant cumulative impacts from implementing the proposed action. Because no significant impacts were determined as a result of the proposed action, an environmental impact statement is not necessary. This EA supports the issuance of a FNSI.

The Army invites public participation in the NEPA process. The EA and draft FNSI are available for review and comment for 30 days beginning September 12, 2006, and continuing through October 12, 2006. Copies of the EA and draft FNSI are available on the project website at http://www.hqda.army.mil/acsim/brac/env_ea_review.htm. Copies have also been provided to the City of Commerce Central Library, and the Bell Library. Comments on the EA and the draft FNSI should be submitted to the following address: 63D Regional Readiness Command, Attn: Wayne Alves, 4235 Yorktown Avenue, Los Alamitos, CA 90720-5002, or by electronic mail to wayne.alves@us.army.mil no later than October 12, 2006. To request further copies of the EA and the draft FNSI or for any other question, contact Wayne Alves per above.

Sincerely,

Wayne J Alves, REM
Chief, Environmental Division
Office of the Deputy Chief of Staff Engineer
63D Regional Readiness Command

Enclosure: Final Environmental Assessment and Draft Finding of No Significant Impact

**Environmental Assessment for the Construction and
Operation of an Armed Forces Reserve Center Complex at
Bell, California**



Prepared for:

63D Regional Readiness Command

Prepared by:

**US Army Corps of Engineers
Mobile District**

With technical assistance from:

**Tetra Tech, Inc.
San Francisco, California**

August 2006

ENVIRONMENTAL ASSESSMENT ORGANIZATION

This environmental assessment (EA) addresses the proposed action to implement the BRAC Commission's recommendations at Bell, California. The EA has been developed in accordance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (40 CFR 1500 – 1508) and the Army (32 CFR 651). Its purpose is to inform decision-makers and the public of the likely environmental and socioeconomic consequences of the proposed action and alternatives.

An ***EXECUTIVE SUMMARY*** briefly describes the proposed action, and the other proposed alternatives, environmental and socioeconomic impacts, and any mitigation measures.

SECTION 1.0: PURPOSE, NEED, AND SCOPE summarizes the purpose of and need for the proposed action and describes the scope of the environmental impact analysis process.

SECTION 2.0: PROPOSED ACTION describes the proposed action to implement the BRAC action at Bell, California.

SECTION 3.0: ALTERNATIVES examines alternatives for implementing the proposed action.

SECTION 4.0: AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES describes the existing environmental conditions that could be affected by the proposed action and identifies potential environmental effects that could occur if the alternatives were implemented.

SECTION 5.0: CONCLUSIONS summarizes the resulting environmental effects.

SECTION 6.0: LIST OF PREPARERS identifies persons who prepared this EA.

SECTION 7.0: DISTRIBUTION LIST identifies recipients of this EA.

SECTION 8.0: REFERENCES provides the bibliographical information for cited sources of information.

SECTION 9.0: PERSONS CONSULTED provides a listing of persons and agencies consulted during the preparation of this EA.

SECTION 10.0: ACRONYMS AND ABBREVIATIONS provides a list of acronyms and abbreviations used in this EA.

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Draft

Finding of No Significant Impact

Construction and Operation of an Armed Forces Reserve Center Complex at Bell, California

Pursuant to the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508) for implementing the procedural provisions of the National Environmental Policy Act (NEPA) (42 USC 4321 et seq.) and US Army regulations (32 CFR Part 651), the Army conducted an environmental assessment (EA) of the potential environmental and socioeconomic effects of the construction and operation of an Armed Forces Reserve Center (AFRC) complex at Bell.

Purpose and Need

The purpose of the proposed action is to implement the Defense Base Closure and Realignment Commission's (BRAC Commission) recommendation pertaining to Bell.

The need for the proposed action is to improve the nation's ability to respond rapidly to challenges of the 21st century. The Army is legally bound to defend the United States and its territories, to support national policies and objectives, and to defeat nations responsible for aggression that endangers the peace and security of the United States. To carry out these tasks, the Army must adapt to changing world conditions and must improve its capabilities to respond to a variety of circumstances across the full spectrum of military operations. The proposed action also is needed because existing Reserve facilities are substandard and are not adequately sized to support the increasing number of Soldiers assigned to the Reserve units.

Proposed Action

The Army proposes to demolish 620,800 square feet of warehouses, remove approximately 30 acres of asphalt, and construct an AFRC, a training building, an area maintenance support activity (AMSA), organizational maintenance shop (OMS), two unheated storage buildings, and a heated storage building, which consist of a total of 422,566 square feet. An additional 72,823 square yards of organizational paving, paving, walks, curbs and gutters would also be constructed. Approximately 148 full-time employees would staff the facilities at the project site, and 4,058 Soldiers would train on drill weekends. An average training weekend would have approximately 1,500 Soldiers on-site, and on peak training weekends, up to 3,000 Soldiers could train on the project site. There would be no weekday training.

The demolition and construction activities would be completed over a period of 19 months, beginning as early as June, 2007. Under federal law, the Army must initiate all realignments not later than September 15, 2007, and complete all realignments not later than September 15, 2011.

Alternatives Considered

In addition to the proposed action, the No Action Alternative was analyzed in the EA. Inclusion of the No Action Alternative is prescribed by the Council on Environmental Quality regulations. The No Action Alternative serves as a baseline against which the impacts of the proposed action and alternatives can be evaluated. Under the No Action Alternative, the Army would not implement the proposed action; no activities to support unit realignment would be conducted at Bell.

Factors Considered in Determining that No Environmental Impact Statement is Required

In the EA, which is incorporated by reference into this finding of no significant impact (FNSI), the potential effects of the proposed action and the No Action Alternative on the following 12 resource areas were examined: land use, aesthetics and visual resources, air quality, noise, geology and soils, water

resources, biological resources, cultural resources, socioeconomics, transportation, utilities, and hazardous and toxic substances.

Implementing the proposed action would result in minor adverse effects. It would have no effect on land use, cultural resources, or environmental justice. The adverse effects on air quality, noise, geology and soils, water resources, biological resources, transportation, utilities, and hazardous and toxic substances would not be significant.

Cumulative effects from implementing the proposed action would produce short-term minor adverse effects. These would result from concurrent construction activities taking place in the area near the project site.

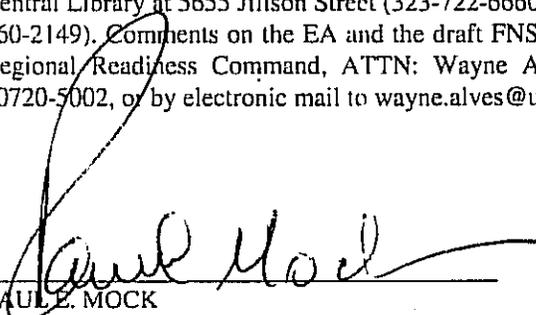
As part of the proposed action, the Army would implement mitigation measures for air quality, water resources, biological resources, and transportation (traffic) that are identified in the EA. Additional optional transportation mitigation is identified in the EA to reduce the need for street parking during training weekends.

Conclusion

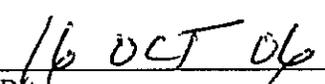
Based on the findings in the EA, implementing the proposed action would have no significant direct, indirect, or cumulative effects on the resources listed above, so an environmental impact statement need not be prepared. This EA supports the issuance of a finding of no significant impact.

Public Comment

The EA and draft FNSI are available for review and comment for 30 days beginning September 11, 2006, and continuing through October 10, 2006. Copies of the EA and draft FNSI can be obtained by contacting Mr. Wayne Alves at the 63D Regional Readiness Command at (562) 795-1444, or via electronic mail at wayne.alves@us.army.mil. Copies have also been provided to the City of Commerce Central Library at 5655 Jillson Street (323-722-6660) and the Bell Library at 4411 E. Gage Avenue (323-560-2149). Comments on the EA and the draft FNSI should be submitted to the following address: 63D Regional Readiness Command, ATTN: Wayne Alves, 4235 Yorktown Avenue, Los Alamitos, CA 90720-5002, or by electronic mail to wayne.alves@us.army.mil not later than October 10, 2006.



PAUL E. MOCK
Major General, USAR
Commanding
63D Regional Readiness Command



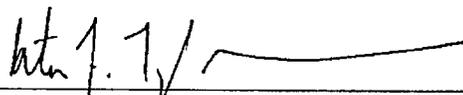
Date

ENVIRONMENTAL ASSESSMENT

IMPLEMENTATION OF BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS AND OTHER ARMY ACTIONS AT BELL, CALIFORNIA

Prepared by:

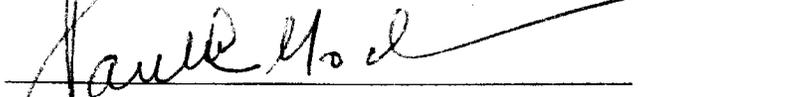
U.S. ARMY CORPS OF ENGINEERS
MOBILE DISTRICT



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Colonel, Engineer
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Approved by:

63D REGIONAL READINESS COMMAND



PAUL E. MOCK
Major General, USAR
Commanding

ENVIRONMENTAL ASSESSMENT

LEAD AGENCY: US Army, 63D Regional Readiness Command

TITLE OF PROPOSED ACTION: Construction and Operation of an Armed Forces Reserve Center at Bell, California

AFFECTED JURISDICTIONS: The City of Bell and the County of Los Angeles

PREPARED BY: Peter F. Taylor, Jr., Colonel, District Engineer, US Army Corps of Engineers, Mobile District

APPROVED BY: Paul E. Mock, General, US Army, 63D Regional Readiness Command

ABSTRACT: This environmental assessment considers the Army's proposed implementation of the BRAC Commission's recommendations at Bell, California. This report identifies, evaluates, and documents the effects of demolishing 620,800 square feet of warehouses, removing approximately 30 acres of asphalt, and constructing an Armed Forces Reserve Center (AFRC), a training building, an area maintenance support activity (AMSA), organizational maintenance shop (OMS), two unheated storage buildings, and a heated storage building, which consist of a total of 422,566 square feet. An additional 72,823 square yards of organizational paving, paving, walks, curbs and gutters would also be constructed. Approximately 148 full-time employees would staff the facilities at the project site, and 4,058 Soldiers would train on drill weekends. An average training weekend would have approximately 1,500 Soldiers on-site, and on peak training weekends, up to 3,000 Soldiers could train on the project site. There would be no weekday training.

The demolition and construction activities would be completed over a period of 19 months, beginning as early as June 2007. Under federal law, the Army must initiate all realignments not later than September 15, 2007, and complete all realignments not later than September 15, 2011.

A No Action Alternative has also been evaluated. Implementing the proposed action is not expected to result in significant environmental impacts, so an environmental impact statement need not be prepared. This EA supports the issuance of a finding of no significant impact, in accordance with the Army's National Environmental Policy Act (NEPA) regulations.

REVIEW COMMENT DEADLINE: The EA and draft FNSI are available for review and comment for 30 days beginning September 12, 2006, and continuing through October 11, 2006. Copies of the EA and draft FNSI can be obtained by contacting Mr. Wayne Alves at Los Alamitos 63D Regional Readiness Command at (562) 795-1444, or via electronic mail at wayne.alves@us.army.mil. Copies have also been provided to the City of Commerce Central Library at 5655 Jillson Street (323-722-6660) and the Bell Library at 4411 E. Gage Avenue (323-560-2149). Comments on the EA and the draft FNSI should be submitted to the following address: 63D Regional Readiness Command, ATTN: Wayne Alves, 4235 Yorktown Avenue, Los Alamitos, CA 90720-5002, or by electronic mail to wayne.alves@us.army.mil not later than October 11, 2006.

EXECUTIVE SUMMARY

INTRODUCTION

The Defense Base Closure and Realignment Commission (BRAC Commission) made the following recommendation concerning Bell:

“Close the Desiderio United States Army Reserve Center, Pasadena, California, the Schroeder Hall United States Army Reserve Center, Long Beach, California, the Hazard Park United States Army Reserve Center, Los Angeles, California, and relocate units to a new Armed Forces Reserve Center on a property being transferred to the Army Reserve from the General Services Administration at Bell, California. The new AFRC shall have the capability to accommodate California National Guard Units from the following California ARNG Readiness Centers: Bell, California, and Montebello, California, if the state decides to relocate those National Guard units.”

In addition to the BRAC action listed above, the proposed development project also would have the capacity to accommodate the Army Reserve units at facilities in West Los Angeles, Van Nuys, and Sherman Oaks in the event those facilities become the object of a real property exchange.

BACKGROUND

The project site is on approximately 45 acres of land in the city of Bell, California, in Los Angeles County, just east of Interstate 710, between Bandini Boulevard and Slauson Avenue. The Army acquired the site from the General Services Administration (GSA) in June 2006.

Previous tenants of the Bell site include the National Marine Fisheries Service, the Salvation Army, and the GSA Federal Police. All tenants have vacated the site as of June 2006.

PROPOSED ACTION AND ALTERNATIVES

Proposed Action

The proposed action is the Army's realignment alternative. The proposed action includes actions under both the BRAC and Real Property Exchange programs. Combined, the actions include demolishing warehouses on the 45-acre project site and preparing it for construction, constructing an AFRC and ancillary structures, and operating the new facilities.

The project involves demolishing 620,800 square feet (14.25 acres) of warehouse space on the site and removing approximately 30 acres of pavement that cover the rest of the project site. The warehouses would be demolished over approximately three months, beginning as early as June 2007.

The Army would construct a total of 422,566 square feet of facilities that would include an AFRC, a training building, an area maintenance support activity (AMSA), organizational maintenance shop (OMS), two unheated storage buildings, and a heated storage building. An additional 15 acres of paving, walks, curbs, and gutters would also be constructed.

Approximately 148 full-time employees would staff the facilities at the project site, and 4,058 Soldiers would train there. On an average training weekend, up to 1,500 Soldiers would train on the project site, and on a peak training weekend, up to 3,000 Soldiers could train on the site. There would be no weekday training.

The AFRC would generate an estimated 296 personal vehicle trips on weekdays, an estimated 3,000 personal vehicle trips on each Saturday and Sunday of an average training weekend, and up to 6,000 personal vehicle trips on each Saturday and Sunday of a peak training weekend. Training activities conducted during drill weekends would include Military Occupational Specialties training in a Soldier's skill (such as maintenance and communications), required briefings, physical training, mentoring, and evaluations.

The AMSA/OMS would service approximately 1,000 vehicles per year, but fueling would not be part of AMSA/OMS operations.

The demolition and construction activities would be completed over 19 months, beginning as early as June 2007. Under federal law, the Army must initiate all realignments not later than September 15, 2007, and must complete all realignments not later than September 15, 2011.

No Action Alternative

Under the No Action Alternative, no activities to support unit realignment would be conducted at Bell, California. The Reserve and National Guard units designated to move to Bell under the BRAC decision would not move. The units at the other regional Reserve facilities also would not move to Bell. Because the BRAC action is mandated by Congress, the no action alternative is not possible; however, the Council on Environmental Quality's regulations require inclusion of the No Action Alternative, which serves as a baseline against which the impacts of the proposed action and alternatives can be evaluated.

ENVIRONMENTAL CONSEQUENCES

The environmental effects of the realignment alternative and the No Action Alternative are summarized in Table ES-1.

MITIGATION

Mitigation actions are used to reduce, avoid, or compensate for adverse effects. Table ES-2 summarizes the proposed mitigation measures to be implemented as part of the realignment alternative for each of the affected resources.

**Table ES-1
Summary of Environmental Effects**

Resource	Realignment Alternative	No Action Alternative
Land use	No effects	No effects
Aesthetic and visual resources	Long-term beneficial	No Effects
Air quality	Short-term minor adverse	No effects
Noise	Short-term and long- term minor adverse	No effects
Geology and soils	Short-term minor adverse	No effects
Water quality		
Surface water	No effects	No effects
Groundwater	No effects	No effects
Biological resources	Short-term minor adverse	No effects
Cultural resources	Minor long-term effects	No effects
Socioeconomics		
Demographics	No effects	No effects
Housing	No effects	No effects
Quality of life	No effects	No effects
Environmental justice	No effects	No effects
Protection of children	No effects	No effects
Transportation	Short-term minor adverse; long-term minor adverse	No effects
Utilities		
Potable water supply	No effects	No effects
Wastewater collection	No effects	No effects
Storm water	No effects	No effects
Energy	No effects	No effects
Communications	No effects	No effects
Solid waste	Short-term minor adverse; long-term minor adverse	No effects
Hazardous and toxic substances		
Petroleum, oils, and lubricants	Long-term minor adverse	No effects
Medical/biohazardous waste and silver recovery	Long-term minor adverse	No effects
Munitions	Long-term minor adverse	No effects
ACM, LBP, and PCBs	Long-term beneficial	No effects

Table ES-1
Summary of Environmental Effects *(continued)*

Resource	Realignment Alternative	No Action Alternative
Groundwater	No effects	No effects
Biological resources	Short-term minor adverse	No effects
Cultural resources	Minor long-term effects	No effects
Socioeconomics		
Demographics	No effects	No effects
Housing	No effects	No effects
Quality of life	No effects	No effects
Environmental justice	No effects	No effects
Protection of children	No effects	No effects
Transportation	Short-term minor adverse; long-term minor adverse	No effects
Utilities		
Potable water supply	No effects	No effects
Wastewater collection	No effects	No effects
Storm water	No effects	No effects
Energy	No effects	No effects
Communications	No effects	No effects
Solid waste	Short-term minor adverse; long-term minor adverse	No effects
Hazardous and toxic substances		
Petroleum, oils, and lubricants	Long-term minor adverse	No effects
Medical/biohazardous waste and silver recovery	Long-term minor adverse	No effects
Munitions	Long-term minor adverse	No effects
ACM, LBP, and PCBs	Long-term beneficial	No effects

**Table ES-2
Summary of Mitigation Measures and Best Management Practices**

<p>Air Quality</p> <p>The Army would implement the following dust control measures as practicable:</p> <ul style="list-style-type: none"> • Minimize the area disturbed by clearing, earthmoving, or excavation; • Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever possible; • Spray all dirt stockpile areas daily, as needed; • Use permanent dust control measures, such as revegetation and landscaping, as soon as possible following completion of any soil-disturbing activities; • Sow with a fast-germinating native grass seed exposed ground areas that will be reworked more than one month after initial grading, then water these areas until vegetation is established; • Stabilize with state and federally approved chemical soil binders all disturbed soil areas not subject to revegetation; • As soon as possible, complete all roadways, driveways, sidewalks, and the like that are meant to be paved, and lay building pads as soon as possible after grading, unless seeding or soil binders are used; • Limit construction vehicles to 15 miles per hour on any unpaved surface at the construction site; • Cover all trucks hauling dirt, sand, soil, or other loose materials or maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer), in accordance with California Vehicle Code Section 23114; • Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site; • Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water would be used where feasible; and • Designate a person to monitor the dust control program and to increase watering or other measures to prevent off-site transportation of dust. Provide the name and telephone number of the monitor to the South Coast Air Quality Management District (SCAQMD).
<p>Water Resources</p> <p>Submit a notice of intent to the State Water Resources Control Board and obtain a National Pollutant Discharge Elimination System General Construction Storm Water Permit that meets all the minimum requirements set forth in the waste discharge requirements of the permit. These requirements include developing and implementing a storm water pollution prevention plan. This plan would include best management practices (BMPs) that would reduce the potential for storm water impacts.</p>
<p>Biological Resources</p> <p>To avoid impacts on migratory bird species, their young, and their nests, building demolition would be timed to avoid the bird breeding season (typically February through August).</p> <p>In the event that building demolition would occur during the nesting season, a qualified biologist would survey the project site immediately before demolition. If this survey reveals nesting birds protected by the MBTA, the nests would be avoided and the birds left undisturbed until the young fledge. Alternately, bird nests could be prevented from being established prior to the onset of the breeding season.</p>

<p>Cultural Resources</p> <p>Before it begins project activities, the Army would brief the construction staff on procedures for handling the unexpected discovery of archaeological resources. Should evidence of archaeological resources be found during ground disturbance, construction staff would immediately notify the Army environmental officer and would suspend excavating or other activities that could damage such resources. An archaeologist would assess the potential significance of the find and would recommend measures to minimize potential effects on archaeological resources, including consultations with the California SHPO, as needed. If human remains were encountered, the Army environmental officer would contact the Los Angeles County Coroner. If the human remains were determined to be Native American in origin, the coroner would notify the NAHC within 24 hours of the find. The NAHC would identify the person or persons it believes to be the most likely descendent of the deceased Native American. The most likely descendent may make recommendations for means of handling, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.</p>
<p>Transportation</p> <p>The Army would implement a transportation demand management program to reduce traffic flow during drill weekends. This program would target the arrival and departure of Soldiers to and from the AFRC to no greater than 500 vehicles per hour. Methods for attaining this goal may include the following:</p> <ul style="list-style-type: none"> • Staggering arrival and departure times for groups of Soldiers; • Providing incentives to encourage use of public transportation; and • Developing a carpool, public transit, or busing system to reduce the number of vehicles per Soldier. <p>The Army may implement a parking management plan to reduce or eliminate street parking needs. Such a plan may include the following:</p> <ul style="list-style-type: none"> • Rearranging weekend training populations; • Borrowing parking space from organizational parking (parking for military vehicles); and • Entering into an agreement with neighboring commercial and industrial facilities for the use of their unused parking space on weekends.

CONCLUSION

Based on the analyses performed in this environmental assessment, implementing the realignment alternative would have no significant direct, indirect, or cumulative effects on the quality of the natural or human environment. An environmental impact statement need not be prepared, and a finding of no significant impact can be issued.

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SECTION 1.0 PURPOSE, NEED, AND SCOPE

1.1 INTRODUCTION

On September 8, 2005, the Defense Base Closure and Realignment Commission (BRAC Commission) recommended that certain realignment actions occur in the greater Los Angeles area in California. The President approved these recommendations on September 23, 2005. The Congress did not alter any of the BRAC Commission's recommendations, and on November 9, 2005, the recommendations became law. The BRAC Commission recommendations must now be implemented, as provided for in the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended.

The BRAC Commission recommended the closure in California of the Desiderio United States Army Reserve Center, Pasadena; the Schroeder Hall United States Army Reserve Center, Long Beach; and the Hazard Park United States Army Reserve Center, Los Angeles. The BRAC Commission also recommended relocating the units from these closing facilities to a new Armed Forces Reserve Center (AFRC) in Bell. The Bell facilities also would have the capability to support Navy Reserve, Marine Reserve, and California Army National Guard (CA ARNG) units. In this environmental assessment (EA), the Army identifies and describes the environmental effects associated with its proposed action in Bell. Details on the proposed action are set forth at Section 2.2.

1.2 PURPOSE AND NEED

The purpose of the proposed action is to provide the necessary facilities to support the BRAC Commission's recommendation pertaining to Bell and to support other Reserve unit relocations being undertaken in the region.

The need for the proposed action is to improve the nation's ability to respond rapidly to challenges of the 21st century. The Army is legally bound to defend the United States and its territories, to support national policies and objectives, and to defeat nations responsible for aggression that endangers the peace and security of the United States. To carry out these tasks, the Army must adapt to changing world conditions and must improve its capabilities to respond to a variety of circumstances across the full spectrum of military operations. The following is a discussion of two major initiatives that contribute to the Army's need for the proposed action.

Base Realignment and Closure. In previous rounds of BRAC, the explicit goal was to save money and downsize the military in order to reap a "peace dividend." In the 2005 BRAC round, the Department of Defense (DoD) sought to reorganize its installation infrastructure to most efficiently support its forces, increase operational readiness, and facilitate new ways of doing business. Thus, BRAC represents more than cost savings; it supports advancing the goals of transformation, improving military capabilities, and enhancing military value. The Army needs to carry out the BRAC recommendations at Bell in order to achieve the objectives of the BRAC process.

Installation Sustainability. On October 1, 2004, the Secretary of the Army and the Chief of Staff issued *The Army Strategy for the Environment*, which focuses on the interrelationships of mission,

environment, and community. A sustainable installation simultaneously meets current and future mission requirements, safeguards human health, improves quality of life, and enhances the natural environment. A sustained natural environment is necessary to allow the Army to train and maintain military readiness.

The proposed action also is needed because existing Reserve facilities are substandard and are not adequately sized to support the increasing number of Soldiers assigned to the Reserve units. These deficiencies are being addressed through a real property exchange under the authority of 10 USC 18240.

1.3 SCOPE

The 1990 Defense Base Closure and Realignment Act specifies that the National Environmental Policy Act (NEPA) does not apply to actions of the President, the Commission, or the DoD, except “(i) during the process of property disposal, and (ii) during the process of relocating functions from a military installation being closed or realigned to another military installation after the receiving installation has been selected but before the functions are relocated” (Section 2905[c][2][A], Public Law 101-510, as amended). The law further specifies that in applying the provisions of NEPA to the process, the Secretary of Defense and the secretaries of the military departments concerned do not have to consider “(i) the need for closing or realigning the military installation which has been recommended for closure or realignment by the Commission, (ii) the need for transferring functions to any military installation which has been selected as the receiving installation, or (iii) military installations alternative to those recommended or selected” (Section 2905[c][2][B]). Because the BRAC Commission’s deliberation and decision, as well as the need for closing or realigning a military installation, are exempt from NEPA, this EA does not address the need for realignment. Because NEPA does apply to the activities proposed to support unit realignment, the Army addresses those actions in this document.

In June 2005, the Army completed the *Environmental Assessment for Construction and Operation of a Joint Armed Forces Reserve Center at the Former Bell Federal Service Center, Bell, California* (US Army 2005). In that EA, the AFRC proposed for construction was designed to accommodate Army Reserve, Marine Corps Reserve, and CA ARNG units. The proposed action analyzed in that EA has not been implemented, and the facilities to support those units are now proposed as part of the AFRC complex analyzed in this EA. The Army Reserve and Marine Corps Reserve operations are also analyzed in this EA.

In addition to the BRAC action described previously, the proposed development project also would have the capacity to accommodate the Army Reserve units at facilities in West Los Angeles, Van Nuys, and Sherman Oaks in the event those facilities become the object of a real property exchange.

In keeping with the BRAC Commission’s recommendation, the facilities at Bell are being designed with capacity to accommodate CA ARNG units. Because relocating those units is not proposed at this time, operations of those units at Bell are not included in the proposed action evaluated in this EA. Should those actions be proposed, the CA ARNG would prepare the appropriate level of NEPA environmental impact analysis.

1.4 PUBLIC INVOLVEMENT

The Army invites public participation in the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision making. All agencies, organizations, and members of the public having a potential interest in the proposed action, including minority, low-income, disadvantaged, and Native American groups, are urged to participate in the decision making process.

Public participation opportunities with respect to this EA and decision-making on the proposed action are guided by 32 CFR Part 651. On its completion, the EA will be made available to the public for 30 days, along with a draft finding of no significant impact (FNSI). At the end of the 30-day public review period, the Army will consider any comments submitted by individuals, agencies, or organizations on the proposed action, the EA, or draft FNSI. As appropriate, the Army may then execute the FNSI and proceed with implementing the proposed action. If it is determined prior to issuance of a final FNSI that implementing the proposed action would result in significant impacts, the Army will publish in the *Federal Register* a notice of intent (NOI) to prepare an environmental impact statement (EIS), will commit to mitigation actions sufficient to reduce impacts below significance levels, or will take no action.

Throughout this process, the public may obtain information on the status and progress of the proposed action and the EA by calling Mr. Wayne Alves at (562) 795-1444.

1.5 IMPACT ANALYSIS PERFORMED

This EA has been developed in accordance with NEPA and its implementing regulations, issued by the President's Council on Environmental Quality (CEQ) and the Army.¹ Its purpose is to inform decisionmakers and the public of the likely environmental consequences of the proposed action and alternatives.

An interdisciplinary team of environmental scientists, biologists, planners, economists, engineers, archaeologists, historians, and military technicians has analyzed the proposed action and alternatives in light of existing conditions and has identified relevant beneficial and adverse effects associated with the action. The proposed action is described in Section 2.0, and alternatives, including the No Action Alternative, are described in Section 3.0. Conditions existing as of November 2005, considered to be the baseline conditions, are described in Section 4.0, Affected Environment and Environmental Consequences. The expected effects of the proposed action, also described in Section 4.0, are presented immediately following the description of baseline conditions for each environmental resource addressed in the EA. The potential for cumulative effects is addressed in Section 4.0, and mitigation measures are identified where appropriate.

1.6 FRAMEWORK FOR DECISION MAKING

A decision on whether to proceed with the proposed action rests on numerous factors, such as mission requirements, schedule, availability of funding, and environmental considerations. In

¹Council on Environmental Quality *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*, 40 *Code of Federal Regulations* (CFR) Parts 1500-1508, and *Environmental Analysis of Army Actions*, 32 CFR Part 651.

addressing environmental considerations, Bell is guided by relevant statutes and their implementing regulations and by Executive Orders (EOs) that establish standards and provide guidance on environmental and natural resources management and planning. These include the following:

- Clean Air Act (CAA);
- Clean Water Act (CWA); Noise Control Act;
- Endangered Species Act (ESA);
- National Historic Preservation Act (NHPA);
- Archaeological Resources Protection Act (ARPA);
- Resource Conservation and Recovery Act (RCRA); and
- Toxic Substances Control Act (TSCA).

EOs bearing on the proposed action include the following:

- EO 11988 (Floodplain Management);
- EO 11990 (Protection of Wetlands);
- EO 12088 (Federal Compliance with Pollution Control Standards);
- EO 12580 (Superfund Implementation);
- EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations);
- EO 13045 (Protection of Children from Environmental Health Risks and Safety Risks);
- EO 13101 (Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition);
- EO 13123 (Greening the Government Through Efficient Energy Management);
- EO 13148 (Greening the Government Through Leadership in Environmental Management);
- EO 13175 (Consultation and Coordination with Indian Tribal Governments); and
- EO 13186 (Responsibilities of Federal Agencies to Protect Migratory Birds).

These authorities are addressed in various sections throughout this EA when relevant to particular environmental resources and conditions. The full text of the laws, regulations, and EOs is available on the Defense Environmental Network & Information Exchange Web site, at <http://www.denix.osd.mil>.

SECTION 2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 INTRODUCTION

This section is a description of the Army's preferred alternative for carrying out the BRAC Commission's recommendations, which became law on November 9, 2005, as follows:

“Close the Desiderio United States Army Reserve Center, Pasadena, CA, the Schroeder Hall United States Army Reserve Center, Long Beach, CA, the Hazard Park United States Army Reserve Center, Los Angeles, CA, and relocate units to a new Armed Forces Reserve Center on property being transferred to the Army Reserve from the General Services Administration at Bell, CA. The new AFRC shall have the capability to accommodate California National Guard Units from the following California ARNG Readiness Centers: Bell, and Montebello, if the state decides to relocate those National Guard units.”

The project site is on approximately 45-acres of land in the city of Bell, California (Figure 2-1). The Army acquired the site from the General Services Administration (GSA) in June 2006, and the site is between and just south of the intersection of Interstate 5 (I-5) and I-710 (Figure 2-2).

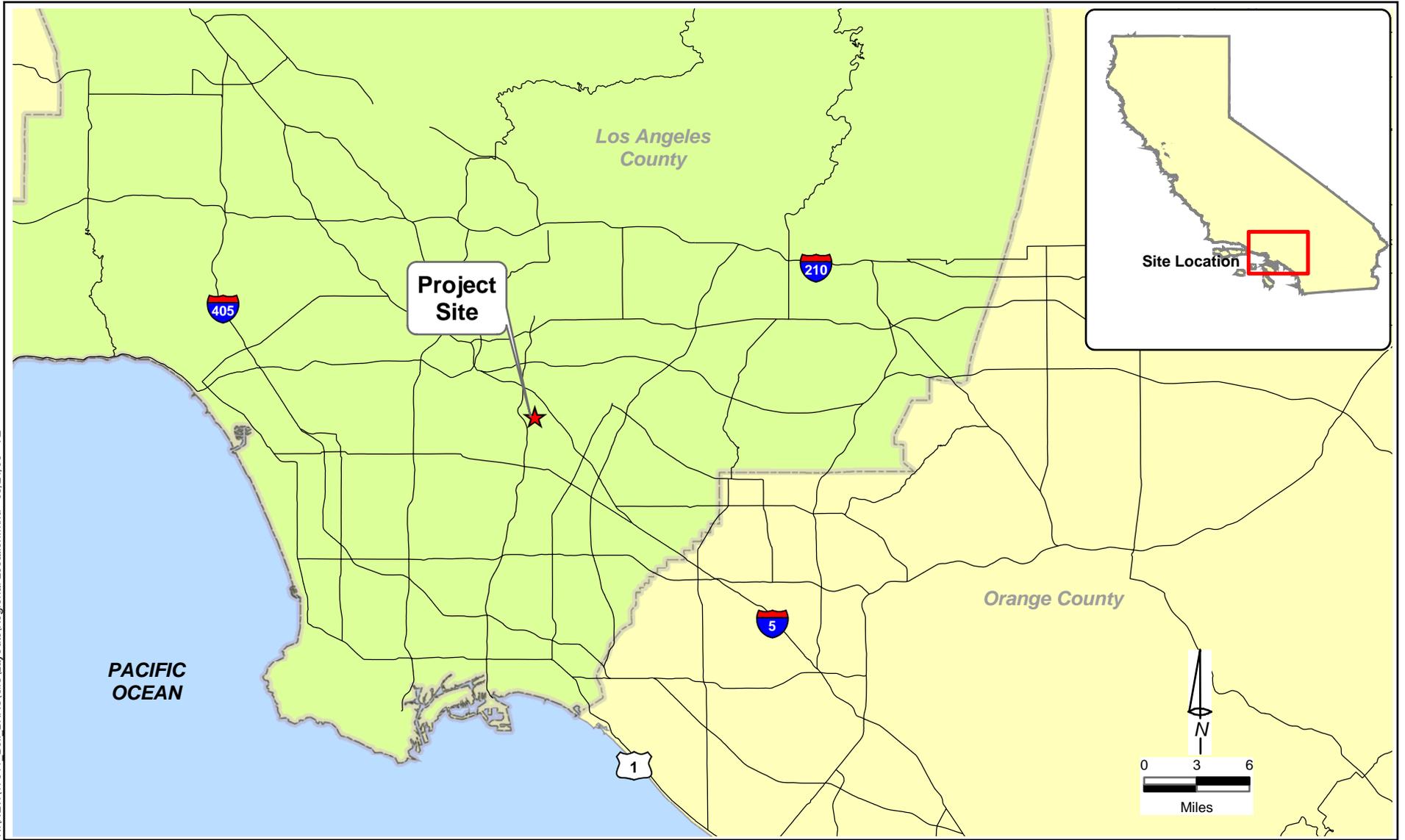
The 63D Regional Readiness Command in Los Alamitos, California, about 17 miles southeast, is acquiring the Bell site and implementing this EA. Previous tenants of the Bell site include the National Marine Fisheries Service (NMFS), the Salvation Army, and the GSA Federal Police. All tenants have vacated the site as of June 14, 2006.

2.2 PROPOSED ACTION

The proposed action includes actions under both the BRAC program and the non-BRAC Real Property Exchange (RPX) program. Combined, the actions include demolishing warehouses on the 45-acre project site and preparing it for construction, constructing an AFRC and ancillary structures, and operating the new facilities. The proposed site design is shown in Figure 2-3. Under BRAC law, the Army must initiate all realignments not later than September 15, 2007, and must complete all realignments not later than September 15, 2011.¹

¹Section 2904(a), Public Law 101-510, as amended, provides that the Army must "... initiate all closures and realignments no later than two years after the date on which the President transmits a report [by the BRAC Commission] to the Congress ... containing the recommendations for such closures or realignments; and ... complete all such closures and realignments no later than the end of the six year period beginning on the date on which the President transmits the report" The President took the specified action on September 15, 2005.

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Regional Location

Bell, California



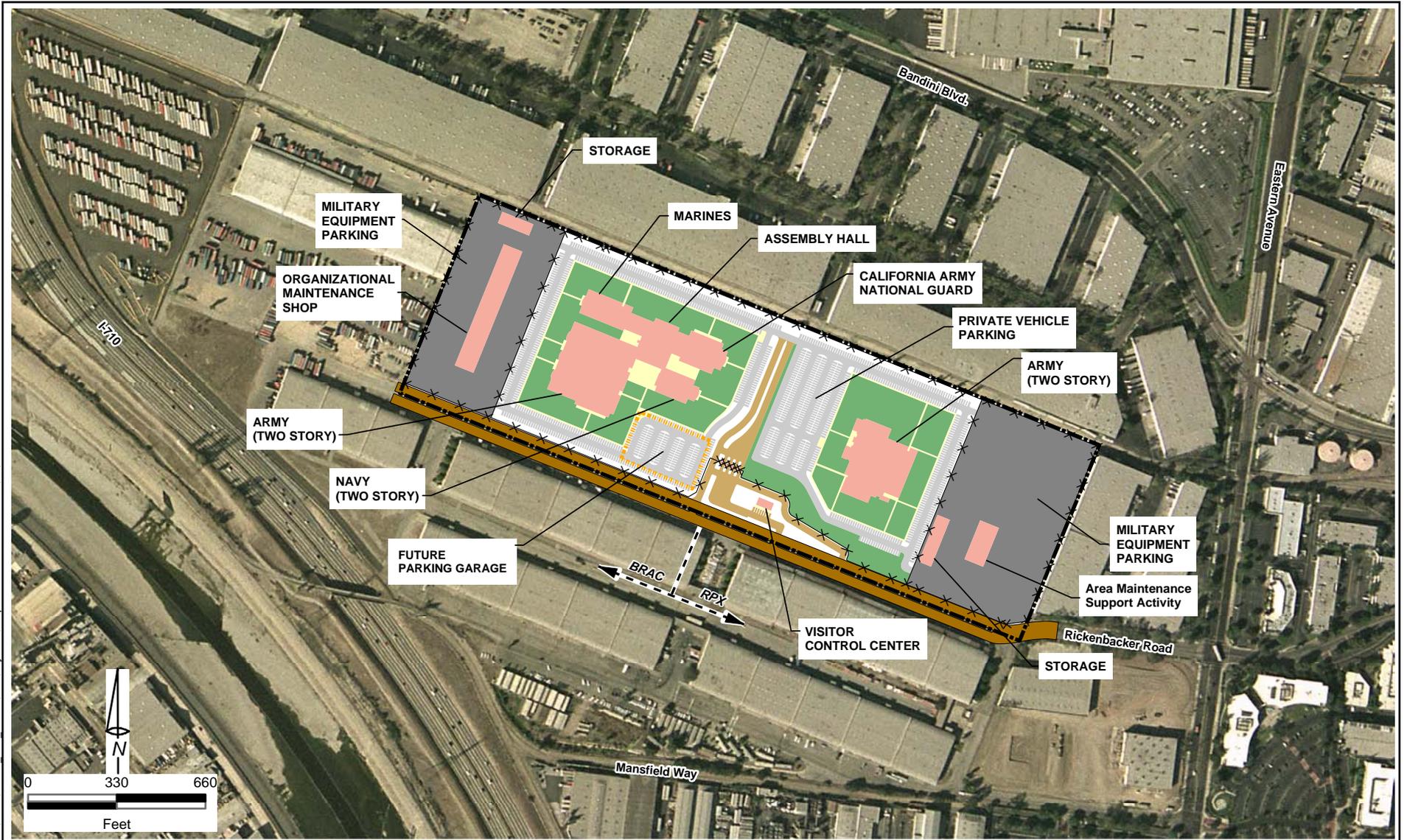
Site Location

Legend

 Project Site

Bell, California

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Legend

- ✕-✕ Proposed Fence Line
- ▭ Bell Armed Forces Reserve Center
- ▭ Proposed Building
- ▭ Proposed Landscape / Anti-Terrorism/Force Protection Setback
- ▭ Proposed Sidewalk
- ▭ Proposed Military Equipment Parking
- ▭ Proposed Private Vehicle Parking
- ▭ Proposed Driveway
- ▭ Proposed Road Improvement
- ▭ Future Parking Garage

Proposed Site Plan

Bell, California

2.2.1 Demolition

The project involves demolishing 620,800 square feet (14.25 acres) of warehouse space on the site and removing approximately 30 acres of pavement that cover the rest of the project site. The warehouses were built in the 1940s and would be acquired from the GSA prior to demolition. The buildings slated for demolition and their sizes are listed in Table 2-1.

**Table 2-1
Buildings to be Demolished**

Building Number	Size (square feet)
5	194,000
6	194,000
7	194,000
701	38,800
Total	620,800

These buildings would be demolished over approximately three months, beginning as early as June 2007.

Permits required during demolition include a General Construction Stormwater Permit from the State Water Resources Control Board and a grading permit from the City of Bell. Asbestos abatement procedures would also be implemented during demolition activities.

2.2.2 Construction

The proposed construction includes an AFRC, a training building, an area maintenance support activity (AMSA), organizational maintenance shop (OMS), two unheated storage buildings, a heated storage building, organizational parking, and associated paved features. Table 2-2 shows each of these features and their square footages. The location of these features is shown on Figure 2-3.

**Table 2-2
Proposed Construction Features and Size**

Feature	Size of Feature (square feet)	
	RPX	BRAC
Training Building/AFRC	130,887	224,486
AMSA/OMS	11,700	32,652
Unheated storage building	8,100	14,741
Organizational paving		40,791 square yards
Paving, walks, curbs, and gutters		32,032 square yards

Buildings would be of permanent construction, with reinforced concrete foundations, concrete floor slabs, structural steel frames, masonry veneer walls, standing seam metal roofs, plumbing,

heating, ventilation, and air conditioning (HVAC) systems, and mechanical, security, and electrical systems. The AFRC would be a two-story facility.

Supporting activities include land clearing, paving, and fencing, making general site improvements, and extending utilities to serve the project, and building supporting facilities, such as the Deployable Medical Systems (DEPMEDS) site. Force protection (physical security) measures would also be incorporated into the design, including maximum standoff distance from roads, parking areas, and vehicle unloading areas. Berms, heavy landscaping, and bollards would be used to prevent access when standoff distances could not be maintained.

Construction would begin as early as September 2007 and could be completed by January 2009, a buildout period of approximately 16 months.

2.2.3 Operations

The proposed facilities at the Bell AFRC complex would support operations of units of the Army Reserve, the US Marine Corps Reserve, and the US Naval Reserve. The Bell AFRC complex would be used Monday through Friday by a full-time staff of 148 persons (48 military personnel under BRAC and 100 persons under RPX) and on three weekends a month by Reserve units for training. Daily operations would include the following:

- Administrative, training, and maintenance support of unit missions and requirements;
- Recruiting; and
- Preparation for battle assembly weekends.

Daily activities are expected to generate 296 daily vehicle trips by full-time staff.

The AMSA and OMS would support a maximum of 1,000 military vehicles, which would be serviced when required or on an annual or semiannual schedule. No vehicles would be fueled at the OMS or AMSA.

A total of 4,058 Reserve Soldiers would be assigned to the units stationed at the AFRC complex. These Soldiers would participate in three drill weekends per month. A typical training weekend would involve approximately 1,500 Soldiers on-site. On weekends that include a military-observed holiday, training would not occur. Training activities from a holiday weekend would be shifted to one of the other weekends during the same month, resulting in higher training populations during the remaining weekends within that month. Peak weekend populations at the AFRC during such weekends would be approximately 3,000 Soldiers.

Training activities conducted during drill weekends would include Military Occupational Specialties (MOS) training in a Soldier's skill (such as maintenance and communications), required briefings, physical training, mentoring, and evaluations. Weekend Army Reserve-related activity traffic would include personal vehicles and military vehicles, such as high mobility multi-purpose wheeled vehicles (HMMWVs) of various configurations, 2 ½- and 5-ton cargo trucks, light medium tactical vehicles (LMTVs), wreckers, and trailers of various configurations. The Marine Corps Reserve would use HMMWVs, 7-ton trucks, 5-ton trucks, and trailers. The Naval Reserve is expected to use similar types of vehicles.

Weekend training activities are expected to generate a daily traffic count of 3,000 vehicle trips (1,500 roundtrips) on typical training days, but as high as 6,000 daily vehicle trips (3,000 round trips) on weekends in months containing military-observed holidays.

Permits required during the operational phase of the project include an air permit for the boilers and a waste discharge permit for waste from vehicle washracks, which would be part of the AMSA and the OMS.

SECTION 3.0 ALTERNATIVES

3.1 INTRODUCTION

A bedrock principle of NEPA is that an agency should consider reasonable alternatives to a proposed action. Considering alternatives helps to avoid unnecessary impacts and allows analysis of reasonable ways to achieve the stated purpose. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be ready for decision making (any necessary preceding events having taken place), it must be affordable and capable of being implemented, and it must meet the purpose of and need for the action. The following discussion identifies alternatives considered by the Army and whether they are feasible and, hence, subject to detailed evaluation in this EA.

Alternatives to the proposed action were assessed on the basis of three criteria: if the alternative could physically accommodate realigned units, if the alternative site was suitable for construction, and if the alternative could accommodate the schedule. In this section, the Army presents its development of alternatives and addresses alternatives to the proposed action and describes the No Action Alternative.

3.2 NO ACTION ALTERNATIVE

The CEQ regulations require inclusion of the No Action Alternative, which serves as a baseline against which the impacts of the proposed action and alternatives can be evaluated.

Under the No Action Alternative, the Army would not implement the proposed action. No facilities would be constructed, and no units would relocate from other facilities. The units proposed for relocation under the proposed action would continue to operate from their current facilities. The No Action Alternative is evaluated in detail in this EA. The No Action Alternative serves as a baseline against which the effects of the proposed action can be measured.

3.3 REALIGNMENT ALTERNATIVE

The realignment alternative, as described in Section 2.2, is the Army's preferred alternative.

3.4 ADDITIONAL ALTERNATIVES

Because the BRAC Commission's recommendation specified that the AFRC be constructed on property being transferred from GSA to the Army Reserve, no alternate locations could be considered for these facilities. While other facility configurations were considered during project planning, they included the same number, size, and type of facilities and did not differ substantially from the proposed action.

Renovation of the existing warehouse buildings was considered as an alternative; however, this action was not considered feasible for the following reasons:

- The buildings were built for warehouse use and not designed for use as a modern administrative and training space that meets current US Army Reserve requirements;

- In most cases it would cost more to renovate such structures to meet current standards for the proposed personnel load (i.e. water, sanitary sewer, electrical, phone/local area network support) than to construct new structures;
- Some of the buildings have leaky roofs that are unsafe for permanent office habitation;
- Current buildings do not meet Anti-Terrorism and Force Protection and Occupational Safety and Health Administration guidelines; and
- The buildings are each 194,000 square feet and are larger than the Army's required space.

For these reasons, no additional alternatives are evaluated in detail in this EA.

SECTION 4.0

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

This section contains baseline information on the resources potentially affected and a discussion of the potential environmental effects of the proposed action and No Action Alternative. These resources include land use, aesthetic and visual resources, air quality, noise, geology and soils, water resources, biological resources, cultural resources, socioeconomics, transportation, utilities, and hazardous and toxic substances.

The conditions presented for the potentially affected resources, along with information presented for the No Action Alternative, constitute the baseline for impact analysis. Both beneficial and adverse effects are identified and discussed in this section. Mitigation measures, including those required to address significant adverse impacts, are specified where appropriate and are summarized in Section 4.15. Section 4.14 presents the cumulative impacts of the proposed action when added to other past, present, and reasonably foreseeable future actions.

The project site is a 45-acre parcel within the former Bell Federal Service Center in the city of Bell, in Los Angeles County. The project site is adjacent to the city of Commerce on the east, south, and north and is just east of Interstate 710. The project site is surrounded by commercial and industrial land uses.

4.2 LAND USE

4.2.1 Affected Environment

The region of influence (ROI) for land use encompasses the former Bell Federal Service Center, described below, and the areas immediately surrounding the center.

4.2.1.1 Regional Setting

The former Bell Federal Service Center is in central Los Angeles County, California, just east of the city of Los Angeles (Figure 2-1). The property is off Rickenbacker Road, approximately 1,800 feet west of its intersection with Eastern Avenue in the city of Bell (Figure 2-2).

4.2.1.2 Historical Land Use

The project site was agricultural from at least 1928 through the early 1940s. By 1947, the project site and surrounding areas immediately east, west, and north of the property had been developed as part of the Cheli Air Force Station, which originally occupied approximately 300 acres. Through the mid-1960s, it stored spare airplane parts manufactured by aircraft plants in the Los Angeles area and other related materials and equipment. During the 1960s and 1970s, portions of the Cheli Air Force Station were transferred to the US Postal Service and the Department of the Army, and others were sold to private developers and the City of Bell. Sometime between 1962 and 1966, the General Services Administration (GSA) acquired 116 acres of the property and named it the Bell Federal Service Center. GSA leased the on-site buildings to federal agencies and private companies for warehouse and light industrial purposes (IMA 2004). The property was transferred from the GSA to the US Army Reserve in June 2006.

4.2.1.3 Current Land Use

The project site contains three buildings and a portion of a fourth building. Buildings 5, 6, and 7 are all unoccupied warehouse-style structures and are not in use. Building 701 is also a warehouse and its eastern portion is occupied and used for storage by the Army Reserve's Equipment Concentration Site (ECS) 16 Storage Branch (US Army 2005), and the western portion is occupied by GSA, which also using the building for storage. The rest of the property is paved with asphalt parking areas or covered with former building footprints. A chain-link fence topped with barbed wire surrounds the entire property.

4.2.1.4 Surrounding Land Use

The property is bordered by GSA buildings on the south and west and warehouse and commercial facilities on the north and east. Railway tracks run immediately to the north of the project site.

For planning purposes, the land use for nonfederally owned property adjacent to the former Bell Federal Service Center is determined by the City of Bell, whose general plan directs land use, growth, and development within its jurisdiction. The plan does not address areas of federally owned property.

4.2.2 Environmental Consequences

4.2.2.1 Realignment Alternative

No adverse effects are expected. The realignment alternative would change the land use of 45 acres from storage facilities to training and vehicle maintenance facilities. There would be no

conflict with adjacent land uses from the realignment alternative since the project would not divide any communities, require any changes to land use or zoning maps, and would not interfere with the existing surrounding commercial and industrial land uses.

4.2.2.2 No Action Alternative

No adverse land use effects are expected under the No Action Alternative. There would be no conflicts with surrounding land use because there would be no change in land use on the project site.

4.3 AESTHETICS AND VISUAL RESOURCES

The Bell AFRC site is in the city of Bell, Los Angeles County, just southeast of the city of Los Angeles. The realignment alternative would occur in an industrial and commercial area of Bell and south of where Interstates 5 and 710 intersect. The region of influence (ROI) for visual resources is the approximately 45-acre area defined in Figure 2-2 in Section 2.

4.3.1 Affected Environment

The proposed site is surrounded by buildings, parking lots, and other paved areas. Offices, warehouses, and commercial space are found in these buildings. The project site's southwest corner is the closest to I-710, at an approximate distance of 190 yards.

There are three rectangular buildings of 194,000 square feet each in addition to a 38,800-square-foot section of a fourth building. The buildings are approximately 35 feet tall and vacant. They have been vacant and unused for five to ten years, during which they have deteriorated to their current dilapidated state. The lack of maintenance is evident from the overgrown vegetation, peeling paint, and litter.

The remainder of the proposed site is mostly paved for parking and storage areas. A paved area in a fenced enclosure is used for storing military vehicles and equipment. Utility poles with security lighting are found around the proposed site and in the central area. Other features on the site include fire hydrants, and abandoned railroad tracks, which cross the site in a southeast-northwest orientation.

The proposed site is mostly flat and covered with impervious surfaces, such as building roofs and pavement. Trees, bushes, and grass sparsely landscape the sides of two buildings.

4.3.2 Environmental Consequences

4.3.2.1 Realignment Alternative

Replacing the dilapidated buildings would have long-term beneficial impacts on the visual character or quality of the proposed site and its surroundings. The realignment alternative would result in no impact on nighttime light and glare. There are no designated scenic highways in the vicinity of the project site, so there would be no impact on designated scenic highways.

Once demolition and construction is completed, the new buildings would improve the visual character and quality of the project site because the realignment alternative would replace aging buildings with new buildings that would be designed in accordance with applicable design, construction, and maintenance guidelines and requirements.

Under the proposed project, 620,800 square feet of buildings would be demolished and 1,306,805 square feet of pavement would be removed. The Army would construct 422,566 square feet of buildings, which would be no taller than the existing buildings, and would create 655,407 square feet of pavement and gutters. As a result, the number of human-made buildings and structures would decrease, and the amount of urban landscaping would increase. This would improve visual resources by creating more natural urban areas.

The areas adjacent to the proposed site include buildings, parking lots, and other paved areas. The realignment alternative would have a less than significant adverse impact on views of or from these sites because the existing buildings would be replaced with similar or smaller buildings. Because the surrounding areas are developed, there are already nearby sources of nighttime light and glare. The realignment alternative is expected to generate nighttime light and glare that is similar to the current on-site and surrounding sources.

4.3.2.2 No Action Alternative

Under the No Action Alternative, there would be no impacts on visual resources at the proposed site because the human-made structures and natural environment would not change.

4.4 AIR QUALITY

4.4.1 Affected Environment

4.4.1.1 Air Quality Standards

The US Environmental Protection Agency (USEPA) has established ambient air quality standards (AAQS) for several different pollutants, which often are referred to as criteria pollutants (ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, particulate matter, and lead). Federal AAQS are based primarily on evidence of acute and chronic health effects. Standards for particulate matter have been set for two size fractions: inhalable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}). The USEPA adopted an 8-hour ozone standard in 1997. After various legal challenges, the standard was upheld in 2002. Formal designations of areas violating the 8-hour ozone standard were issued in 2004. The 2004 designation of areas that violated the 8-hour ozone standard also provided that the previous federal 1-hour ozone standard would be revoked for most parts of the country (including all of California) in June 2005.

California has adopted AAQS that are more stringent than the comparable federal standards and that address pollutants not covered by federal AAQS. Most state AAQS are based primarily on health effects data but can reflect other considerations, such as protecting crops and materials or avoiding nuisance conditions, such as objectionable odors. Federal and state AAQS are presented in Table D-1 (Appendix D).

4.4.1.2 Regional Air Quality Conditions

The federal Clean Air Act requires each state to identify areas that have ambient air quality in violation of federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal AAQS in these nonattainment areas. Deadlines for achieving the federal air quality standards vary according to air pollutant and the severity of existing air quality problems. The SIP must be submitted to and approved by the USEPA. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standard is being violated.

The South Coast Air Basin includes the urbanized portion of Los Angeles County, all of Orange County, the southwestern portion of San Bernardino County, and the western half of Riverside County. The South Coast Air Quality Management District (SCAQMD) has primary responsibility for air quality management programs in this region. Air quality problems in the South Coast Air Basin include periodic violations of federal and state air quality standards for ozone, PM₁₀, and PM_{2.5}. The frequency with which ozone standards have been exceeded has declined significantly over recent decades. Violations of the federal ozone standard dropped from over 150 days per year prior to 1990 to fewer than 50 days per year in most years since 1999 (SCAQMD 2005b). No violations of federal or state carbon monoxide standards have been recorded in the South Coast Air Basin since 2002.

The status of areas with respect to federal AAQS is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas for which monitoring data are lacking. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that transition from a nonattainment status to an attainment status. Areas that have been reclassified

from nonattainment to attainment of federal air quality standards are automatically considered maintenance areas, although this designation is seldom noted in status listings.

California classifies areas of the state as attainment, nonattainment, nonattainment-transitional, or unclassified with respect to the state AAQS. State and federal attainment status designations for the South Coast Air Basin are summarized in Table D-2 (Appendix D).

4.4.1.3 Regulatory Considerations

The USEPA has promulgated rules establishing conformity analysis procedures for transportation-related actions and for other general federal agency actions. The USEPA general conformity rule requires preparation of a formal conformity determination document for federal agency actions that are undertaken, approved, or funded in federal nonattainment or maintenance areas when the total direct and indirect emissions of nonattainment pollutants (or their precursors) exceed specified thresholds. Compliance with the general conformity rule is demonstrated if project emissions fall below threshold values. The relevant specified thresholds at the project site are 25 tons per year of any ozone precursors (reactive organic gases [ROG] or nitrogen oxides [NO_x]), 100 tons per year of carbon monoxide (CO), and 70 tons per year of PM₁₀.

4.4.2 Environmental Consequences

4.4.2.1 Realignment Alternative

Minor adverse impacts are expected. Potential impacts from the realignment alternative include demolition, construction, and operational emissions. The project would have an adverse impact on air quality if it were to conflict with or obstruct implementation of the applicable air quality plan, if it were to produce emissions that would violate state or federal AAQS or otherwise expose people to an adverse health risk, or if it would generate cumulative emissions for a calendar year that exceeded the specified thresholds established by the USEPA's general conformity rule (25 tons per year of ROG or NO_x, 100 tons per year of CO, or 70 tons per year for PM₁₀).

In addition, the SCAQMD has adopted air quality impact significance thresholds for use in environmental assessment documents prepared under the California Environmental Quality Act (CEQA). The SCAQMD also uses the impact significance thresholds when commenting on NEPA documents. Because CEQA does not apply to the realignment alternative, the project's emissions are evaluated against the SCAQMD thresholds for comparative purposes only. The SCAQMD has identified both regional and local impact significance thresholds. The SCAQMD regional impact significance thresholds are summarized in Table D-3 (Appendix D).

The SCAQMD also has developed local air quality impact significance thresholds for NO_x, CO, and PM₁₀ emissions, based on dispersion modeling analyses for generic project sites of up to five acres. The local air quality significance thresholds represent emissions that would not be expected to cause localized violations of state or federal AAQS assuming local background air pollution levels. The local air quality significance thresholds vary with geographic subarea, size of the project site, and distance between the project site and nearby sensitive receptor areas (for example, residential development, educational facilities, medical facilities, and child care facilities). The AFRC site is in subarea 12 (south-central Los Angeles County). The local air quality impact significance thresholds for a five-acre site in subarea 12 are summarized in Table D-4 (Appendix D).

Demolition and Construction Emissions

Minor adverse impacts are expected. Demolition and construction-related emissions are generally short term but may still have adverse impacts on air quality. Nitrous oxides (NO_x) and particulate matter less than 10 microns in diameter (PM₁₀) are the pollutants of greatest concern with respect to these activities. NO_x emissions are generated by equipment engines. PM₁₀ emissions can result from a variety of activities, including demolition, excavation, grading, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. NO_x emissions contribute to regional ozone concentrations. Construction-related emissions, particularly site grading, can substantially increase localized concentrations of PM₁₀. Particulate emissions from construction can lead to adverse health effects and nuisance concerns, such as reduced visibility. Implementing dust control measures can significantly reduce PM₁₀ emissions from construction.

Implementing standard management practices to reduce fugitive dust emissions during demolition and construction would minimize the potential impacts on air quality. Examples of standard management practices include watering disturbed areas and unpaved roads, limiting vehicle speeds on unpaved areas, covering haul trucks with tarps, and stabilizing previously disturbed areas if they will be inactive for several weeks or more. Measures such as these are required by SCAQMD regulations (SCAQMD Regulation IV, Rule 403) and are a requirement of construction contracts. Emissions analyses for demolition and construction activities assume implementation of these types of measures, which are described below.

Mitigation

The Army would implement the following dust control measures as practicable:

- Minimize the area disturbed by clearing, earthmoving, or excavation;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever possible;
- Spray all dirt stockpile areas daily, as needed;
- Use permanent dust control measures, such as revegetation and landscaping, as soon as possible following completion of any soil-disturbing activities;
- Sow with a fast-germinating native grass seed exposed ground areas that will be reworked more than one month after initial grading, then water these areas until vegetation is established;
- Stabilize with state and federally approved chemical soil binders all disturbed soil areas not subject to revegetation;
- As soon as possible, complete all roadways, driveways, sidewalks, and the like that are meant to be paved, and lay building pads as soon as possible after grading, unless seeding or soil binders are used;
- Limit construction vehicles to 15 miles per hour on any unpaved surface at the construction site;

- Cover all trucks hauling dirt, sand, soil, or other loose materials or maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer), in accordance with California Vehicle Code Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water would be used where feasible; and
- Designate a person to monitor the dust control program and to increase watering or other measures to prevent off-site transportation of dust. Provide the name and telephone number of the monitor to the South Coast Air Quality Management District (SCAQMD).

The structures to be demolished may contain lead-based paint, asbestos-containing materials, fluorescent light fixtures, or other material requiring special handling. The Army would follow federal and state rules and regulations pertaining to the handling and disposal of these materials. In addition, the Army would comply with the requirements of SCAQMD Regulation X for removing asbestos-containing materials from buildings to be demolished. SCAQMD Regulation X adopts the federal National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations by reference.

Demolition and construction emissions have been estimated using a detailed spreadsheet model that contains default emission rates for 89 categories of equipment items, subdivided into engine size categories that correlate with different federal and state emission standards. Appendix A includes tables summarizing equipment use assumptions, daily emissions, and annual emissions from the demolition and construction analyses. Demolition activities were assumed to occur over a three-month period in 2007. Construction of facilities was assumed to begin in 2007, following demolition of buildings, and to continue through 2008. Table D-5 (Appendix D) summarizes the annual construction and demolition emissions estimated for the realignment alternative. Fugitive dust emission estimates included in the table assume implementation of normal dust control practices (detailed above). Estimated annual emissions from demolition and construction would not exceed the CAA conformity thresholds of 25 tons per year of ROG, 25 tons per year for NO_x, 100 tons per year of CO, or 70 tons per year of PM₁₀. A draft record of nonapplicability for the proposed project is included in Appendix A.

Impact significance thresholds adopted by the SCAQMD are based on maximum daily emissions, not annual total emissions. Table D-6 (Appendix D) compares estimated maximum day construction and demolition emissions to regional and local impact significance thresholds adopted by the SCAQMD. As shown in Table D-6, maximum daily equipment NO_x emissions from demolition and construction activities would exceed the SCAQMD regional significance threshold in 2007 and 2008 but would not exceed the local impact significance threshold for a 200-meter receptor distance. Maximum daily emissions of other pollutants would be less than the regional and local impact significance thresholds. The closest sensitive receptors are some mobile homes 750 feet south of the project site that are used by the Salvation Army for a long-term alcohol treatment center.

Because annual construction emissions would be less than the relevant CAA conformity threshold, the air quality impact of demolition and construction is considered a minor adverse impact from a federal NEPA perspective.

Operational Emissions

Minor long-term adverse operational air quality impacts are expected. Operating the new facilities would not result in a net increase in operational emissions because the proposed functions would be similar to functions now occurring elsewhere within the South Coast Air Basin. Because vehicle maintenance activities and use of military vehicles would be comparable to existing activity levels at the closing Reserve centers, which are within the South Coast Air Basin, these activities would not increase emissions within the basin. Permits for installing and operating stationary emission sources (such as boilers, heating equipment, degreasers, or parts washers) would be obtained as necessary from the SCAQMD.

Under the realignment alternative, the Army would relocate the destination for existing employee and military personnel traffic from facilities in Pasadena, Los Angeles, West Los Angeles, Sherman Oaks, and Long Beach to the Bell AFRC site. For analysis purposes, the net change in employee and military personnel travel associated with the project has been estimated to be seven miles per one-way vehicle trip. Emissions from this net increase in vehicle traffic have been estimated using the URBEMIS2002 program (SCAQMD 2005a). Normal weekday traffic (296 trips per day) was assumed to occur 240 days per year. Reserve units normally train on one weekend per month. For the reserve units assigned to the Bell AFRC, weekend training normally would be anticipated to occur on 36 weekends per year. However, adjustments to the number of training weekends occur when a normal training weekend includes a federal holiday. In that case, training is switched to the following weekend, regardless of whether or not another reserve unit will also be training that weekend. Normal weekend training traffic (3,000 trips per day) was assumed to occur 28 times per year. Peak weekend training traffic (6,000 trips per day) was assumed to occur four times per year. Summer emission rates were assumed to apply for eight months and winter emission rates were assumed to apply for four months. As illustrated in Table D-7 (Appendix D), emissions from traffic associated with the realignment alternative would not exceed the CAA conformity thresholds of 25 tons per year of ROG, 25 tons per year for NO_x, 100 tons per year of CO, or 70 tons per year of PM₁₀. A record of nonapplicability (RONA) for the realignment alternative is included in Appendix A.

Impact significance thresholds adopted by the SCAQMD are based on maximum daily emissions, not annual total emissions. Table D-8 (Appendix D) compares estimated daily traffic emissions to the regional impact significance thresholds adopted by the SCAQMD. The local impact significance thresholds recommended by the SCAQMD apply only to on-site emissions and thus are not applicable to emissions from off-site traffic. As indicated in Table D-8, the estimated net increase emissions from employee and military personnel travel would be less than the SCAQMD regional impact significance thresholds for all but a few days per year. Only peak training weekend travel would result in a net increase of ROG and CO emissions exceeding the SCAQMD regional impact significance thresholds.

The estimated net increase in annual vehicle traffic emissions is less than the relevant CAA conformity threshold. The SCAQMD regional impact significance thresholds would not be exceeded on most days of the year. From a federal NEPA perspective, traffic associated with the realignment alternative would have a long-term minor adverse impact on air quality.

4.4.2.2 No Action Alternative

Under the No Action Alternative, air emissions are not expected to increase or decrease. No adverse air quality impacts are expected.

4.5 NOISE

4.5.1 Affected Environment

Noise is defined as unwanted sound. There is a wide diversity of human responses to noise, which vary according to the type and characteristic of the noise source. The Noise Control Act of 1972 (Public Law 92-574) directs federal agencies to comply with applicable federal, state, interstate, and local noise control regulations. Sound quality criteria promulgated by the EPA, the US Department of Housing and Urban Development (HUD), and the DoD have specified noise levels to protect public health and welfare with an adequate margin of safety. These levels are considered acceptable guidelines for assessing noise conditions in an environmental setting.

Responses to noise vary, depending on the type and characteristics of the noise, the expected level of noise, the distance between the noise source and the receptor, the receptor's sensitivity, and the time of day. One significant response to noise is annoyance. The receptor's expectation of a sound level associated with an activity has a direct bearing on the level of annoyance. The annoyance can be experienced individually or as a group. The five factors identified by the EPA, HUD, and the DoD as indicators for estimating negative community reaction to noise are type of noise, amount of repetition, type of neighborhood, time of day, and amount of previous exposure. For the Army, high sound levels are both part of the job of operating weapon systems and a necessary training condition because Soldiers must learn to function in an environment similar to what they will encounter on the battlefield.

Noise is measured in decibels (dB), and then a frequency-dependent adjustment is applied because the human ear is not equally sensitive to sound at all frequencies; this is called A-weighting to achieve the A-weighted decibel (dBA). Unless otherwise noted, all references to noise levels in this section are A-weighted. Average noise exposure over 24 hours can be presented as a day-night average sound level (DNL). DNL values are calculated from 24-hour averages in which nighttime values (10 PM to 7 AM) are increased by 10 dB to account for the greater disturbance potential from nighttime noises. Table D-9 (Appendix D) presents a range of decibel sound levels.

4.5.1.1 Noise Sources

Existing noise sources in the project area in order of decreasing noise levels are birds, traffic from the I-710 freeway, trains along the adjacent Santa Fe Railway, and semitrailer traffic into the adjacent Santa Fe Railway Company site.

4.5.1.2 Sensitive Noise Receptors

Sensitive noise receptors include residences, schools, libraries, hospitals, and other similar land uses where people generally expect and need a quiet environment. There are no sensitive noise receptors on the project site. The closest off-site sensitive receptors are mobile homes, which the Salvation Army uses for long-term drug and alcohol rehabilitation, located approximately 250 yards south of the project site.

The Los Angeles Unified School District (LAUSD) is planning to demolish Building 4 and construct an adult education center with 1,440 seats and a night class population of 1,000 people. Parking and building access would be from the north side, facing the AFRC site. When operational, this facility will constitute a sensitive noise receptor and will be approximately 100 feet from the edge of the project boundary. LAUSD is awaiting the transfer of the property from GSA and has three years to construct the center and begin operations from the date of property transfer (Cistone 2006). Given this schedule, and the mandated construction of the AFRC by January 2009, it is likely that construction of the AFRC will be complete before the education center is finished.

4.5.2 Environmental Consequences

The following section analyzes direct and indirect noise impacts from the realignment alternative and the No Action Alternative. The Draft Noise Element from the Los Angeles County General Plan (Los Angeles County 2004) encourages developing industrial and commercial land uses that do not produce excessive amounts of noise and locating new noise-generating developments so that adverse noise impacts are reduced to acceptable levels. The plan discourages land use incompatibility.

The Army's Environmental Noise Management Program (outlined in Army Pamphlet 200-1) provides a framework for evaluating land use compatibility based on day-night average noise levels. Noise is calculated as an A-weighted day-night level (ADNL), which is weighted toward frequencies similar to those of human hearing. Noise can also be calculated as a C-weighted day-night level (CDNL), which is weighted toward low frequencies. After determining the noise levels, they can be grouped into the following three standard zones for level of noise disturbance:

- Zone I—Low level of annoyance (less than 15 percent of the population), less than 65 dBA ADNL, and less than 62 C-weighted decibels (dBC) CDNL;
- Zone II—Moderate level of annoyance (15 to 39 percent of the population), 65 to 75 dBA ADNL and 62 to 70 dBC CDNL; and
- Zone III—High level of annoyance (more than 39 percent of the population), greater than 75 dBA ADNL and greater than 70 dBC CDNL.

For housing, according to the Environmental Noise Management Program, the Zone I noise level is generally acceptable, the Zone II noise level is normally unacceptable, and the Zone III noise level is unacceptable. These guidelines generally apply to long-term noise exposures, not the short-term exposures associated with construction and demolition (US Army 2002).

4.5.2.1 Realignment Alternative

The noise produced during the demolition and construction phases would be temporary, so construction noise is expected to have short-term minor impacts on adjacent warehouse employees and the existing local mobile home park residents. However, the realignment alternative would have a long-term minor impact on noise levels at the adjacent education center. The realignment alternative involves three phases, demolition, construction, and operation. All three phases of the project would comply with the LA County General Plan Noise Element and Army Regulation 200-1.

The realignment alternative involves demolishing 620,800 square feet of warehouse space at the project site. In addition, the realignment alternative involves constructing 422,566 square feet of facilities to train relocated forces. Both demolition and construction would create additional local noise. Table D-10 (Appendix D) identifies typical sound levels produced by equipment at construction sites. As a point of reference, a conversation is held at approximately 70 dB, and 73 dB is twice as loud as 70 dB.

The noise produced during the demolition and construction phases would be temporary, so construction noise is expected to have short-term minor impacts on adjacent warehouse employees and the local mobile home park residents. BMPs would be observed during demolition and construction at the project site. For example, if noise levels are excessive during times of construction, employees would wear earplugs to reduce short-term minor impacts.

The only noise impacts on the adult education center would be during the operational phase of the realignment alternative. Noise generated during training at the AFRC would be largely contained by the buildings surrounding the training areas and are not expected to generate disruptive noise

levels at the adjacent education center. The realignment alternative would have a long-term minor impact on noise levels at the adjacent education center.

4.5.2.2 No Action Alternative

Under the No Action Alternative, no demolition or construction noise would be produced and no new sensitive receptors would locate to the area.

4.6 GEOLOGY AND SOILS

The ROI for geology and soils is the 45-acre project site defined in Figure 2-2.

4.6.1 Affected Environment

The project site is generally flat with a land surface elevation of approximately 145 feet above mean sea level, based on the National Geodetic Vertical Datum of 1929. The project site slopes gently down to the southeast. No natural surface water bodies, such as ponds and streams, are on the property. The concrete-lined Los Angeles River is approximately 400 feet west of the site, on the opposite side of I-710. Adjacent properties on the north are topographically higher than the project site. Adjacent properties on the south, east, and west are either topographically equivalent or downgradient of the project site (IMA 2004).

The project site lies within the Los Angeles Basin of southern California. Deposits in this area are primarily composed of Pleistocene and Holocene age unconsolidated alluvium and unconsolidated floodplain deposits of silt, sand, and gravel (IMA 2004).

According to the US Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) data, the prominent soil type at the project site has been identified as urban land. This classification consists of soil that has been cut, filled, shaped, and smoothed. For urban land, erosion is a severe hazard in most areas during construction. Depth to bedrock is greater than 10 inches (IMA 2004).

The entire Bell AFRC site is outside known fault zones. As with all of the Los Angeles metropolitan area, the site is at risk for possible seismic events (Nakata Planning Group 2005). The nearest fault is the Whittier Fault, which lies approximately seven miles to the northeast of the project site (SCEC 2006).

4.6.2 Environmental Consequences

4.6.2.1 Realignment Alternative

Short-term, minor adverse effects are expected. Impacts from seismic activity could be adverse, but the facilities would be constructed to current building code standards, ensuring minor adverse impacts. Due to the flat topography at the project site, relatively low annual precipitation and lack of regular strong winds, impacts from demolition- and construction-related erosion would be short-term and minor.

No other geologic impacts are identified.

4.6.2.2 No Action Alternative

Under the No Action Alternative, additional military personnel would not be relocated to the project site, and no geologic impacts are expected.

4.7 WATER RESOURCES

The proposed area is within the Los Angeles River watershed. The ROI for water resources is the approximately 45-acre site defined in Figure 2-2 and the areas adjacent to the project site.

4.7.1 Affected Environment

The Los Angeles River watershed is 824 square miles, of which 500 square miles are highly developed (Los Angeles Regional Water Quality Control Board 2006). The Los Angeles River is 55 miles long. The project site is approximately a quarter mile northeast of the Los Angeles River and is separated from it by I-710.

The site is in an industrial and commercial area of Bell. There are three buildings of 194,000-square feet each on the project site, plus a 38,800-square-foot section of a fourth building. The remainder of the site is mostly paved for parking and storage areas. The only pervious surfaces are where trees, bushes, and grass sparsely landscape the sides of two buildings.

There is no natural surface water on the site, and the runoff tends to move in a sheet flow toward the southeast (Nakata Planning Group 2005). Storm water flows are captured in a single drain that deposits into a holding basin offsite and then into the concrete-lined Los Angeles River 400 feet southeast of the site. According to FEMA, the site does not lie in the 100-year flood plain zone. It is also not near the ocean or any other large water body.

The property overlies a surficial aquifer in the Lakewood formation (US Army 2005). Near surface deposits in this area include relatively impermeable layers of clay or silt above the Lakewood formation, which extends from approximately 80 feet to 300 feet. The lower San Pedro formation aquifers are encountered at an approximate depth of 400 feet. The surficial aquifer groundwater flow direction is toward the southwest.

4.7.2 Environmental Consequences

4.7.2.1 Realignment Alternative

Minor adverse effects are expected on surface water as a result of the realignment alternative. During demolition and construction, disturbed soils may be exposed to storm water runoff, resulting in the potential for the runoff to carry sediments or contaminants from accidental spills into the storm system.

Mitigation

Because the realignment alternative would disturb greater than one acre of soil, the Army would submit a notice of intent to the State Water Resources Control Board to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity and would meet all the minimum requirements set forth in the waste discharge requirements of the permit. These requirements include developing and implementing a storm water pollution prevention plan. This plan would include best management practices (BMPs) that would reduce the potential for storm water impacts.

The Army also would submit a notice of intent to the State Water Resources Control Board to obtain coverage under the General Permit for Discharges of Storm Water Associated with Industrial Activities and would meet all the minimum requirements set forth in the waste discharge requirements of the permit. These requirements include developing and implementing a storm water pollution prevention plan, which would include BMPs.

Under the realignment alternative, the Army would demolish 620,800 square feet of buildings and would remove 1,306,805 square feet of pavement. It would construct 422,566 square feet of buildings and would create 655,407 square feet of pavement and gutters. As a result, the amount of impervious surfaces would decrease, and the amount of urban landscaping would increase. This would cause less surface runoff from the site and would provide greater opportunity for groundwater infiltration, compared with existing conditions.

The realignment alternative is not expected to alter flooding conditions. Existing storm drainage systems would continue to be adequate to prevent flooding.

4.7.2.2 No Action Alternative

Under the No Action Alternative, there would be no impacts on water resources because there would be no changes at the project site.

4.8 BIOLOGICAL RESOURCES

The biological resources discussed in this section are vegetation, sensitive habitats, wildlife, and special status species. The biological resource region of influence (ROI) for the proposed project is the project site (Figure 2-2) plus a 500-foot buffer. On May 18, 2006, Tetra Tech biologist Jeanette Weisman conducted a site visit of the ROI and noted observed species and habitat quality. Biological resources data were collected from various sources, including the California Natural Diversity Database (CNDDB 2006), California Native Plant Society (CNPS) rare species list (CNPS 2006), and the US Fish and Wildlife Service (USFWS) sensitive species list (USFWS 2006) in the ROI. USFWS correspondence is included in Appendix B.

The project site is in a heavily disturbed and developed area that supports limited biological resources. The site is composed of abandoned and seldom used warehouses, an active warehouse, surrounding compacted dirt and asphalt roads, nonnative grasses and forbs, railway tracks, and remnant landscaping. It is in the industrial section of Bell, in the metropolis of Los Angeles, a highly urbanized area.

4.8.1 Affected Environment

The ROI is an industrial and developed area in Bell in Los Angeles County. The ROI is characterized by buildings, paved areas, landscaping, and mowed disturbed grassland. Vegetation is limited to landscaped plants and escaped cultivars, both of which are primarily if not exclusively nonnative. The peripheries of buildings are landscaped with grasses, shrubs, trees, and flowers.

4.8.1.1 Sensitive Habitats

No sensitive habitats have been recorded within the South Gate (USGS) 7.5-minute quadrangle (CNDDB 2006), which includes the project ROI. Because of development, landscaping, and the high level of human activity, no such habitats exist within the ROI. No locally designated heritage trees, natural communities, agricultural lands, or wetlands occur in this area.

4.8.1.2 Wildlife

The developed and landscaped habitats that make up the ROI provide limited habitat value for wildlife. Due to development, human activity, and broken, discontinuous habitat, the wildlife using this community consist chiefly of species tolerant of humans. Wildlife occurring within the ROI are likely tolerant of disturbed habitats and development. Mammals likely include the house mouse (*Mus musculus*), Virginia opossum (*Didelphis virginiana*), common raccoon (*Procyon lotor*), and Brazilian free-tailed bats (*Tadarida brasiliensis*). Bird species include those listed in Table D-11 (Appendix D).

4.8.1.3 Sensitive Species

No sensitive plant species are expected to occur within the ROI. The barn swallow (*Hirundo rustica*), mourning dove (*Zenaidura macroura*), bushtit (*Psaltiriparus minimus*), Northern mockingbird (*Mimus polyglottos*), and American crow (*Corvus brachyrhynchos*) were observed in the project area and are protected under the Migratory Bird Treaty Act (MBTA, 16 USC 703-711). The pursuit, killing, hunting, capturing, trading, selling, or purchasing of these birds, and their parts (including eggs, nests, and feathers) is prohibited under MBTA. These migratory birds as well as others such as swallows, doves, and finches, may nest on buildings and in urban

trees. Eggs and young are at risk of being disturbed or destroyed during demolition and construction during the nesting season (typically February through August).

Bats, such as the pallid bat (*Antrozous pallidus*), a California species of concern and WBWG high priority species, have the potential to inhabit the ROI. The pallid bat can be found throughout California (Zeiner et al. 1990) and is known to roost or hibernate in buildings and mature trees (Bat Conservation International 2006). Mating occurs in the fall to midwinter, with young born after a 50 to 70 day gestation period from April to July (Zeiner et al. 1990, NatureServe 2006). The long-term persistence of this species, like many North American bat species, is threatened by low fecundity; high juvenile mortality; long generational turnover; loss of clean, open water and vegetation; demolition or degradation of roost and hibernacula habitats; and by urban expansion (Rambaldini 2005).

No suitable habitat is present within this area to support rare or special status species otherwise known to occur in the South Gate quadrangle (CNDDDB 2006).

4.8.2 Environmental Consequences

4.8.2.1 Realignment Alternative

The realignment alternative would have minor short-term impacts on biological resources. Demolition and construction would deter wildlife from using the ROI during construction hours and would remove potential roosting and nesting habitat for birds and bats. Barn swallows (an MBTA-protected species) and house sparrows (nonnative and not protected by MBTA) may build nests along the buildings, and bats, such as the Brazilian free-tailed bat, may use the warehouses.

Short-term impacts of demolition and construction include elevated noise and dust and temporary loss of habitat. This would adversely affect wildlife and vegetation by flushing birds from nearby roosts, reducing air quality, and covering plants with dust, thereby impairing photosynthesis. To avoid impacts on migratory bird species, their young, and their nests, the Army would implement the mitigation measures described below.

Mitigation

To avoid impacts on migratory bird species, their young, and their nests, building demolition would be timed to avoid the bird breeding season (typically February through August). In the event that building demolition would occur during the nesting season, a qualified biologist would survey the project site immediately before demolition. If this survey reveals nesting birds protected by the MBTA, the nests would be avoided and the birds left undisturbed until the young fledge. Alternately, bird nests could be prevented from being established prior to the onset of the breeding season.

There would be increases in the amount of noise and fugitive dust as a result of the proposed demolition and construction actions. These impacts are considered to be minor due to the extremely disturbed baseline conditions, close proximity to high levels of human activity, and lack of sensitive species. Demolition and construction associated with the realignment alternative would result in short-term minor adverse impacts on biological resources. Operational activities associated with the realignment alternative would have no impact on biological resources.

4.8.2.2 No Action Alternative

No adverse effects on biological resources are expected. Under the No Action Alternative, there would be no changes to the existing condition of biological resources within the ROI.

4.9 CULTURAL RESOURCES

4.9.1 Affected Environment

Cultural resources can be prehistoric, Native American, or historic. Prehistoric resources are physical properties resulting from human activities that predate written records and are generally identified as isolated finds or sites. Prehistoric resources can include village sites, temporary camps, lithic scatters, roasting pits/hearths, milling features, petroglyphs, rock features, and burial plots.

Native American resources are sites, areas, and materials important to Native Americans for religious, spiritual, or traditional reasons. These resources can include villages, burial plots, petroglyphs, rock features, or spring locations. Fundamental to Native American religions is the belief in the sacred character of physical places, such as mountain peaks, springs, or burial plots. Traditional rituals often prescribe the use of particular native plants, animals, or minerals; therefore, activities that can affect sacred areas, their accessibility, or the availability of materials used in traditional practices are of primary concern. Although some types of Native American resources overlap with prehistoric and historic resources, they require separate recognition as unique cultural resources.

Historic resources consist of physical properties, structures, or built items resulting from human activities that post-date written records. Historic resources can include archaeological remains and architectural structures. Historic archaeological sites include townsites, homesteads, agricultural or ranching features, mining-related features, refuse concentrations, and features or artifacts associated with early military use of the land. Historic architectural resources can include houses, cabins, barns, lighthouses, and bridges, local structures (such as churches, post offices, and meeting halls), and early military structures (such as hangars, administration buildings, barracks, officers quarters, warehouses, and guardhouses). Generally, architectural resources are considered historic if they are over 50 years old.

The area of potential effect (APE) for this project encompasses the surfaces and depths that would be disturbed by the removal of structures and utilities at the Bell AFRC. The APE also includes areas and depths that would be disturbed by new facilities and landscaping. All structures proposed for demolition are more than 50 years old, having been constructed in the 1940s, but have been determined to be ineligible for the National Register of Historic Places (NRHP) (State Historic Preservation Office [SHPO] 1997).

Most of this discussion is based on past cultural resources and environmental studies from the Bell AFRC. A cultural resources record search at the South Central Coastal Information Center (SCCIC), a sacred land files search through the Native American Heritage Commission (NAHC), and a May 18, 2006, site visit to the APE by Tetra Tech Archaeologist, Erin King, to supplement these reports. During the site visit, Ms. King observed ground surfaces and inspected unlandscaped portions of the APE but did not conduct a formal cultural resources survey of the area.

The Bell AFRC is within the traditional territory of the Gabrieliño linguistic group (Bean and Smith 1978), a branch of the Shoshonean dialects. The US government does not recognize the Gabrieliño, and little is known about their prehistoric lifeways. The group at one time occupied most of Los Angeles and Orange Counties, as well as the southern Channel Islands. Based on linguistic evidence, a Shoshonean intrusion of the Uto-Aztecan family expanded into California from the Great Basin and through the Mojave Desert after circa 2000 BC (Miller 1991; Moratto

1984). Archaeologists often call this the “Shoshonean Wedge.” This trend is indicated by the introduction of “new” cultural patterns, including cremation, pottery, and small triangular arrow points (Moratto 1984). However the inland Shoshonean quickly adapted to their new surroundings, adopting a partial maritime economy.

4.9.1.1 Regulatory Context

The demolition and construction is proposed by the US Army to support a federal mission using federal funds. As such, federal and military regulations, policies, and laws can apply to this property, including Sections 106 and 110 of the National Historic Preservation Act (NHPA), the Native American Graves Protection and Repatriation Act (NAGPRA), the American Indian Religious Freedom Act (AIRFA), EOs 13007 and 13175, and the Department of Defense’s Annotated Policy on American Indians and Alaska Natives (dated October 27, 1999). There is no specific guidance for cultural resources management at the Bell site.

National Historic Preservation Act

Section 106 of the NHPA (16 USC 470 [f]), as amended (PL 89-515), and its implementing regulations (36 CFR Part 800.9 [a] and [b]) require federal agencies to consider the effects of their actions on properties listed, or eligible for listing, on the NRHP, the criteria for inclusion on which (36 CFR 60.4) are as follows:

- Association with events that have made a significant contribution to the broad patterns of our history;
- Association with the lives of persons significant to our past;
- Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Resources that have yielded or may be likely to yield information important in prehistory or history.

In addition to historic significance, a property must have integrity to be eligible for the NRHP. This is the property’s ability to convey its demonstrated historical significance through location, design, setting, materials, workmanship, feeling, and association.

Section 106 describes the procedures for identifying and evaluating eligible properties, assessing the effects of federal actions on eligible properties, and consulting to avoid, reduce, or minimize adverse effects. Eligible properties need not be formally listed on the NRHP. As part of the Section 106 process, agencies are required to consult with the SHPO. Section 106 does not require the preservation of historic properties, but it ensures that the decisions of federal agencies concerning the treatment of these places result from meaningful considerations of cultural and historic values and of the options available to protect the properties. The realignment alternative is an undertaking as defined by 36 CFR 800.3 and is subject to Section 106 and consideration under other federal requirements.

4.9.1.2 Archaeological Resources

Ms. King requested a site record search of the SCCIC, the results of which, dated May 17, 2006, indicated there are no previously recorded sites within the APE (SCCIC 2006). No prior surveys were indicated as covering the APE either. Ms. King’s site visit of May 18 was intended only as a

reconnaissance and to become familiar with the APE. She observed the area to be entirely paved or overgrown with landscaping, making it impossible to examine the natural ground surface for archaeological resources. The presumption is that the presence of archaeological resources within the APE is unlikely due to the 1940s development of the site and subsequent maintenance activities at the site.

4.9.1.3 Native American Resources

The Bell facility has been determined to lie outside the traditional territory of any federally recognized tribe. However, as part of a good-faith effort, the Army contacted the NAHC to request a sacred lands file search to identify any traditional cultural properties (TCPs) that may exist on or near the APE. In a letter dated June 7, 2006, the NAHC responded with a list of Native Americans culturally affiliated with the Bell area. All interested parties were contacted by letter on August 17, 2006 to assess the presence of TCPs or other cultural concerns regarding the proposed project. As of this publication, no response has been received.

4.9.1.4 Architectural Resources

The project site was agricultural from at least 1928 through the early 1940s. By 1947, the project site and areas immediately east, west, and north of the property had been developed as part of the Cheli Air Force Station.

Historic maps first indicate structures within the APE on the 1942 Downey USGS 15-minute Quad (SCCIC 2006). Based on their location and the date of the map, these structures appear to be the initial construction of the Army Air Forces Specialized Storage Depot. This 91.48-acre property was constructed in 1943 at what is now known as the Bell GSA facility (California State Military Museum 2006). The depot functioned as a storage and distribution facility for aircraft parts. In 1947 the site was transferred to the US Air Force and renamed Cheli Air Force Station. Cheli originally occupied approximately 300 acres, and through the mid-1960s it stored spare airplane parts manufactured by aircraft plants in the Los Angeles area and other related materials and equipment. During the 1960s and 1970s, portions of Cheli were transferred to the US Postal Service and the Department of the Army and were sold to private developers and the City of Bell. Sometime between 1962 and 1966, GSA acquired 116 acres of the property. This property was named the Bell Federal Service Center. GSA leased the on-site buildings to federal agencies and private companies for warehouse and light industrial purposes (IMA 2004).

As such, these buildings are considered historic resources. As part of a separate project, GSA was at one time considering rehabilitating or removing these structures and was required to conduct Section 106 of the NHPA to assess impacts on cultural resources. Through that process, the GSA determined and the SHPO concurred that the structures were considered ineligible for the NRHP (SHPO 1997).

4.9.2 Environmental Consequences

4.9.2.1 Realignment Alternative

No impacts on cultural resources are expected to result from the realignment alternative.

Archaeological Resources

No archaeological sites have been recorded within the APE, and the likelihood of encountering intact sites during demolition and construction is considered low. It must be stated, though, that

the possibility of such encounters is always present. However, with the implementation of unexpected-discovery mitigation, no impacts on archaeological resources are expected from the realignment alternative.

Mitigation Measure for Archaeological Resources

Before it begins project activities, the Army would brief the construction staff on procedures for handling the unexpected discovery of archaeological resources. Should evidence of archaeological resources be found during ground disturbance, construction staff would immediately notify the Army environmental officer and would suspend excavating or other activities that could damage such resources. An archaeologist would assess the potential significance of the find and would recommend measures to minimize potential effects on archaeological resources, including consultations with the California SHPO, as needed. If human remains were encountered, the Army environmental officer would contact the Los Angeles County Coroner. If the human remains were determined to be Native American in origin, the coroner would notify the NAHC within 24 hours of the find. The NAHC would identify the person or persons it believes to be the most likely descendent of the deceased Native American. The most likely descendent may make recommendations for means of handling, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Native American Resources

No Native American concerns or TCPs have been identified at the time of publication. Additionally, there are no federally recognized tribes associated with the Bell site. As such, no impacts on Native American resources are expected from the realignment alternative.

Architectural Resources

Demolition of historic structures associated with the Cheli Air Force Station would constitute a minor long-term impact. However, since all structures within the APE are considered ineligible for inclusion on the NRHP, demolishing these structures would not be considered an adverse impact, and no impacts on architectural resources are expected.

4.9.2.2 No Action Alternative

Under the No Action Alternative, no demolition or associated ground disturbance would occur. As such, no impacts on cultural resources would occur.

4.10 SOCIOECONOMICS

4.10.1 Affected Environment

4.10.1.1 Economic Development

This section is a description of the socioeconomic conditions of the ROI—economic development, demographics, housing, quality of life, environmental justice, and the protection of children. The geographical area in which the predominant social and economic impacts of the project alternatives would occur defines the ROI for this study. The major factors used to determine the ROI are the residency distribution of the site’s employees and training Soldiers, commuting distances and times, and the location of businesses providing goods and services to the project site and their personnel and dependents. Based on these criteria, the ROI for the realignment alternative is the Los Angeles-Long Beach-Glendale Metropolitan Division (MD). Additional data were analyzed for Los Angeles County, which is part of the Los Angeles-Long Beach-Glendale MD.

The baseline year for socioeconomic data is 2004, and data were obtained primarily from the 2004 Census. When available, however, more recent data are used to best characterize the current conditions of the socioeconomic ROI; for example, unemployment rates are presented for April 2006.

Regional Economic Activity

In 2004, the unemployment rate in the Los Angeles-Long Beach-Glendale MD was 6.6 percent, with 4,809,800 people in the labor force (Employment Development Department [EDD] 2004). In April 2006, the unemployment rate dropped to 4.8 percent (EDD 2006a). Los Angeles County’s civilian labor force increased by almost 9.3 percent between 2000 and 2004, when the unemployment rate in Los Angeles County was 7.6 percent (US Census 2000a, 2004).

Table D-12 (Appendix D) shows ROI employment by sector. Besides the governmental sector, the largest source of jobs in the ROI was the trade, transportation, and utilities sector, which in April 2006 generated 19.4 percent of total employment in the Los Angeles-Long Beach-Glendale MD. The professional and business services sector provided 14.2 percent of total employment in the ROI. Educational and health services accounted for 11.8 percent of the total employment in the Los Angeles-Long Beach-Glendale MD.

In 2004, the per capita personal income in the Los Angeles-Long Beach-Glendale MD was \$35,188, approximately 13 percent less than the per capita personal income for 2000 (BEA 2006). In 2004, the per capita personal income in Los Angeles County was \$22,916, 10.8 percent less than the per capita personal income for 2000 (US Census 2000a, 2004a).

4.10.1.2 Demographics

Population statistics from the US Census Bureau were available for Los Angeles County. Total population for 2004 was estimated at 9,761,037 for Los Angeles County, approximately 2.5 percent increase from 2000 (US Census 2000b, 2004b).

4.10.1.3 Housing

Table D-13 (Appendix D) shows the housing unit characteristics for Los Angeles County. The number of housing units increased from 2000 to 2004 at an average rate of 12,224 housing units

per year. Vacancy rates have decreased, from 4.2 percent to 3.8 percent from 2000 to 2004. The rate of owner-occupied units increased from 39.3 percent to 47.6 percent between 2000 and 2004, but the rate of the renter-occupied units slightly decreased, from 50 percent to 48 percent (US Census 2000c, 2004c).

4.10.1.4 Quality of Life

Law Enforcement Services

The Los Angeles County Sheriff's Department provides security and law enforcement at the Bell site. In addition to specialized services, such as the Sheriff's Youth Foundation and the International Liaison and Employee Support Services, the department is divided into ten divisions, each headed by a division chief.

The Sheriff's Department has three patrol divisions (Field Operations Regions I, II, and III), the Custody Operations Division, the Correctional Services Division, the Detective Division, the Court Services Division, the Technical Services Division, the Office of Homeland Security, the Administrative Services Division, and the Leadership and Training Division (Los Angeles County Sheriff's Department 2006).

Fire Protection Services

Fire protection services are provided to the Bell site through the Los Angeles County Fire Department, which has 4,345 personnel, including 97 chief officers, 738 firefighter specialists, and 1,207 firefighters (Los Angeles County Fire Department 2003).

Medical Services

There are 150 hospitals and health care facilities listed by the Healthcare Association of Southern California for Los Angeles County. Forty-nine of these provide only first aid or on-call personnel, 81 provide fully licensed basic emergency departments in hospitals approved by the Joint Commission for Accreditation of Health Care Organizations; eight additional hospitals provide comprehensive emergency services, and another 12 are designated as full service trauma centers. All the trauma centers and comprehensive emergency departments are equipped with landing facilities for emergency helicopters, as are 13 additional basic emergency departments. The geographic distribution of these emergency facilities is broadly dispersed throughout the county (Los Angeles County Grand Jury 1999).

Schools

The city of Bell is served by the Los Angeles Unified School District (LAUSD), one of 80 school districts that serve nearly 1.7 million students at more than 1,700 school sites (Los Angeles County Office of Education 2006a). The district has 455 elementary schools, 82 middle schools, 77 senior high schools, 28 multilevel schools, 45 continuation schools, 5 opportunity schools and centers, 9 community day schools, 19 special education schools, 162 magnet schools and centers, 33 newcomer and primary centers, 26 community adult schools, 5 regional occupational centers, and 4 skill centers. The estimated enrollment of the LAUSD for the school year 2005-2006 is 920,274 (Los Angeles County Office of Education 2006b).

Family Support

The chief administrative office of Los Angeles County has a Special Initiatives Unit. Some of the key projects of the unit include preparing an annual children and families budget, developing

family support centers, and coordinating implementation of the Board-adopted Safe Haven Task Force recommendations to effectively implement the Safely Surrendered Baby Law (Los Angeles County 2006a).

Shops and Services

Shops and services are available in the city of Bell and in the surrounding communities.

Recreation

There are over 63,000 acres of parks, gardens, lakes, trails, and natural areas managed by the County of Los Angeles Department of Parks and Recreation. The department also manages the public golf course system, with 17 golf courses distributed throughout Los Angeles County (Los Angeles County 2006b).

4.10.1.5 Environmental Justice

On February 11, 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. It is designed to focus the attention of federal agencies on the human health and environmental conditions in minority and low-income communities. Environmental justice is analyzed to identify potential disproportionately high and adverse impacts on minority and low-income populations from proposed actions and to identify alternatives that might mitigate the impacts.

The percentage of Hispanic and Asian individuals in the ROI is higher than for both California and the United States as a whole. The ROI has fewer individuals reporting to be American Indian and Alaska Native than in California or the United States. The percentage of African American individuals in the ROI is higher than for California but lower than for the United States as a whole.

The Census Bureau bases the poverty status of families and individuals on 48 threshold variables, including income, family size, number of family members under 18 and over 65, and amount spent on food. In 2004, approximately 16.4 percent of the Los Angeles County residents were classified as living in poverty, higher than for California and the United States as a whole.

4.10.1.6 Protection of Children

Executive Order 13045 seeks to protect children from disproportionately incurring environmental health or safety risks that might arise as a result of Army policies, programs, activities, and standards. The residential area nearest to the Bell site is half a mile southwest, across I-710.

4.10.2 Environmental Consequences

4.10.2.1 Realignment Alternative

Under the realignment alternative, the warehouses on the 45-acre project site would be demolished and replaced with an AFRC and ancillary structures. During the weekdays, 148 full-time employees would staff the AFRC facilities. Additionally, 4,058 reservists would be training during drill weekends.

EIFS Methodology

The economic effects of implementing the realignment alternative are estimated using the Economic Impact Forecast System (EIFS) model, a computer-based economic tool that calculates multipliers to estimate the direct and indirect effects resulting from a given action. Changes in spending and employment represent the direct effects of the action. Based on the input data and calculated multipliers, the model is used to estimate changes in sales volume, income, employment, and population, accounting for the direct and indirect effects of the action on the ROI.

For this analysis, a change in sales volume, income, employment, or population is considered significant if it falls outside the normal range of ROI economic variation. To determine historical variability, the EIFS model calculates a rational threshold value (RTV) profile for the ROI. This analytical process uses historical data for the ROI and calculates fluctuations in sales volume, income, employment, and population patterns. The historical extremes for the ROI become the thresholds of significance (the RTVs) for social and economic change. If the estimated effect of an action falls above the positive RTV or below the negative RTV, it is considered significant.

The model requires the names of the counties composing the ROI, the change in local procurement (sales volume) due to the action, the number of civilian and military personnel affected by the scenario, and their salaries. The model also requires an estimate of the number of civilians expected to relocate. For the preferred alternative, the change in sales procurement is the estimated cost of demolishing the existing warehouses and building the new AFRC and supporting facilities at the project site. A more detailed description of the EIFS model appears in Appendix C, along with the model input and output tables.

EIFS Result

Short-term minor beneficial effects are expected. In the short term, the expenditures and employment associated with demolition and construction at the Bell site would increase the ROI sales volume, employment, and income. The economic benefits would be temporary, lasting only for the duration of demolition and construction. Projected changes in sales volume, employment, and income would fall within historical fluctuations and would be minor.

Demographics

No effects are expected on the total number of population in the ROI as a result of the realignment alternative. It is estimated that the 148 full-time employees and the reservists would be already living in the ROI.

Housing

No effects are expected on housing within the project area. The realignment alternative would not change the number of population within the ROI, and so would not affect the housing market.

Quality of Life

No effects on schools, law enforcement, medical services, or other special programs are expected to result from implementing the realignment alternative.

Environmental Justice

There would be no effects on environmental justice, and there would be no disproportionately high or adverse human health or environmental effects on minority or low-income populations as a result of the realignment alternative.

Protection of Children

The realignment alternative would not have an effect on the protection of children. The closest residential area is half a mile southwest of the Bell site, across I-710.

4.10.2.2 No Action Alternative

No adverse impacts on socioeconomics would occur under the No Action Alternative because existing conditions would not change.

4.11 TRANSPORTATION

The Bell AFRC site is in Los Angeles County, nine miles southeast of Los Angeles, in the city of Bell. The ROI for transportation includes the following:

- I-710 within Los Angeles County;
- I-5 within Los Angeles County;
- Eastern Avenue south of I-5 and north of East Slauson Avenue;
- Bandini Boulevard east of I-710 and west of I-5;
- Rickenbacker Road;
- East Slauson Avenue; and
- Atlantic Boulevard.

4.11.1 Affected Environment

4.11.1.1 Freeways

Travelers to the project site originating from distant locations are likely to come via I-710 or I-5. Travelers from the north most efficiently approach the site via Highway 710, and travelers from the south, depending on their point of origin, could approach via either I-710 or I-5. Most travelers on Highway 710 would exit the highway at Bandini Boulevard, turn right on Eastern Avenue, and right on Rickenbacker. Travelers exiting on I-5 would mostly exit at either East Slauson Avenue, turning right (north) on Eastern Avenue, and left on Rickenbacker Road, or at Garfield Avenue, turning left on Telegraph Road, left on Garfield Avenue, right on Bandini Boulevard, left on Eastern Avenue, and right on Rickenbacker Road.

I-710 is also known as the Long Beach Freeway and roughly parallels the Los Angeles River from Long Beach north to Los Angeles near Alhambra. I-5 runs through Los Angeles in a southeast-northwest orientation. The two highways intersect approximately 1.5 miles north of the project site.

The 2003 average annual daily traffic (AADT) count for I-710 is shown in Table D-16 (Appendix D). Approximately 13 to 14 percent of all vehicles on the freeway were trucks, over half of which had five or more axles (Nakata Planning Group, LLC 2005).

The peak hour volume (PHV) provides the number of vehicles per hour for the peak traffic volume. The PHV is provided for the weekday morning (AM) and afternoon (PM). The PHV at milepost 19.1 on I-710 was 8,116 during the 7:00 AM hour and 7,977 during the 5:00 PM hour (Nakata Planning Group, LLC 2005). These peak hours each account for approximately 7 percent of the AADT. While weekend traffic counts for these times are not available, they are expected to be substantially less.

Table D-17 (Appendix D) provides the AADT count for all the ramps associated with the Atlantic Boulevard and Bandini Boulevard exits on I-710.

I-5 is also known as the Santa Ana Freeway and has eight lanes from I-710 south to I-605. As of 2002, I-5 had the traffic volumes shown in Table D-18 (Appendix D).

4.11.1.2 Nearby Surface Streets

Slauson Avenue, Eastern Avenue, Atlantic Boulevard, and Bandini Boulevard are the major surface streets surrounding the project site within the cities of Bell and Commerce, both of which are within the ROI. The Bandini Boulevard exit for I-710 is at the intersection with Atlantic Boulevard. This intersection carries a large volume of traffic (Nakata Planning Group, LLC

2005). The close proximity of the freeway ramps to the intersection of these two major streets can often lead to traffic backing up on the off-ramps and the freeway. The Bandini Boulevard/Eastern Avenue intersection experiences less intensive truck traffic.

The project site is accessible only from Eastern Avenue via Rickenbacker Road (additional access is also available at Mansfield Way, but, because it would not be used by project vehicles, it would not be affected). Southbound travelers on Eastern Avenue access the site with a right turn onto Rickenbacker Road, and northbound travelers with a left turn. Northbound Eastern Avenue has an exclusive lane for left turns onto Rickenbacker Road.

Eastern Avenue is a major north-south highway with four travel lanes that are divided down the center with a raised landscaped median at most locations. The street mainly serves commercial/industrial developments within the cities of Commerce and Bell. Traffic signals and exclusive left turn lanes are at all major intersections. Street parking is allowed on both sides of Eastern Avenue. The speed limit on Eastern Avenue is posted at 40 miles per hour (mph). Traffic data is available for the intersection of Eastern/Randolph, which is about 0.7 mile south of the intersection of Eastern/Rickenbacker. The Eastern/Randolph intersection has a level of service (LOS) A (*free flowing traffic conditions, no congestion*) in the weekday AM peak hour, and an LOS B (*generally free from congestion - all vehicles may clear signal in a single cycle*) in the weekday PM peak hour (Blodgett Baylosis Associates 2005). Due to the nearly exclusively commercial and industrial nature of the ROI, weekend traffic in the area is negligible (Blodgett Baylosis Associates 2006), although no data is available. Surface streets within the ROI are assumed to be at LOS A on weekends (after Friday PM peak hour and prior to Monday AM peak hour).

Rickenbacker Road has one lane in each direction, with room for street parking on both sides. It carries a relatively light traffic load (Nakata Planning Group, LLC 2005).

Roadways on the project site are laid out in a grid with Third, Fifth, and Seventh Streets running northeast to southwest, and G, H, and I Streets running northwest to southeast. Railroad tracks/spurs also crisscross the project site.

4.11.1.3 Public Transportation

The public transportation routes closest to the site are Metro Buses 258 and 108. These routes stop at Eastern Avenue and its intersections with Rickenbacker, East Slauson, and Bandini. Route 258 does not run on Saturdays or Sundays. The earliest weekend morning buses arrive in the area at approximately 6:00 AM (Route 108). Last buses leave from the intersection of Eastern and Slauson at 11:00 PM (Route 108).

4.11.1.4 Parking

Parking is available on both sides of Eastern Avenue and Rickenbacker Road.

4.11.2 Environmental Consequences

4.11.2.1 Realignment Alternative

Short-term minor impacts on traffic during demolition and construction and long-term major impacts on traffic, public transportation, and parking during operations are expected to result from the realignment alternative.

Demolition and Construction

Demolition and construction activities would not result in impacts due to blocking emergency access routes, or creating a substantial demand for off-site parking.

Demolition and construction workers are expected to use company or personal vehicles to access sites, so there would be no impact on public transportation during demolition and construction.

The demolition and construction activities would be completed over approximately 19 months, beginning as early as June 2007. During demolition and construction, short-term minor impacts on traffic are expected from the workers and the demolition and construction equipment. These impacts would be temporary and would be limited to the duration of demolition and construction and normal work hours.

Demolition and construction activities would have no impact on public transportation or parking.

Operations

The realignment alternative would result in long-term minor effects on traffic, public transportation, and parking.

Traffic. The following operational components of the realignment alternative would contribute additional vehicle trips to local roadways:

- Daily activities are expected to generate 296 daily vehicle trips by full-time staff; and
- Weekend training is expected to generate a daily traffic count of 3,000 vehicle trips (1,500 roundtrips) on typical training days, but as high as 6,000 daily vehicle trips (3,000 round trips) on weekends in months containing military-observed holidays.

Weekday Traffic. Access to the project site is limited to a single entrance/exit, which would result in impacts that are more noticeable on surface streets (such as Eastern Avenue) near the project site than on I-710 or I-5. The realignment alternative would result in increases in weekday peak AM and peak PM traffic within the ROI, but these changes are not expected to result in changes in LOS. Weekday operational activities would result in long-term minor adverse impacts on local and regional traffic levels.

Weekend Traffic. It is assumed that all Soldiers would drive their own vehicles, which translates into 1,500 vehicles arriving on a typical weekend morning, and 3,000 vehicles arriving on a peak weekend morning. It is also assumed that each Soldier arrives and departs within 30 minutes of the beginning and end of training activities. Vehicles would be arriving and departing during weekend mornings and evenings at a rate of approximately one vehicle every 1.2 seconds for average training weekends and one vehicle every 0.6 second for peak training weekends. This rate of traffic flow would not only alter the LOS on surface streets within the ROI from A to possibly F (*severe congestion*), but it would also overwhelm Rickenbacker Road and Eastern Avenue and would cause major backups at Eastern Avenue's intersections with Bandini Boulevard and Slauson Avenue. Backups at the I-710 Bandini/Atlantic exit would also be likely, and the Slauson and Bandini exits off of the I-5 may also be affected. The Army would implement the following mitigation measure to reduce traffic flows, resulting in a long-term minor impact on traffic within the ROI.

Mitigation

The Army would implement a transportation demand management program to reduce traffic flow during drill weekends. This program would target the arrival and departure of Soldiers to and from the AFRC to no greater than 500 vehicles per hour. Methods for attaining this goal may include the following:

- Staggering arrival and departure times for groups of Soldiers;
- Providing incentives to encourage use of public transportation; and

- Developing a carpool, public transit, or busing system to reduce the number of vehicles per Soldier.

Public Transportation. Given the minimal use of public transit, the early morning start times and corresponding low frequency of buses at that time, combined with the great distances that many of the Soldiers would be traveling to arrive at the AFRC, public transportation use is expected to be little to none. The realignment alternative would increase traffic along Eastern Avenue during weekend morning and evening hours, potentially delaying the bus routes that run along Eastern Avenue. The Army would implement the above-mentioned mitigation measure, resulting in a long-term minor adverse impact on public transportation.

Parking. The AFRC complex would have parking space for an estimated 1,332¹ privately owned vehicles. These spaces would meet the needs of 88 percent of average weekend training populations, and 44 percent of peak weekend populations. This allotment would be insufficient and would result in a demand for off-site parking. The existing parking available along both sides of Rickenbacker Road west of Eastern Avenue would be eliminated by the planned conversion of Rickenbacker Road to two lanes in each direction; however, parking would remain available on both sides of Rickenbacker Road to the east of Eastern Avenue.

Average weekend training would generate the need for 168² off-site parking spaces, and peak training weekends would generate a need for 1,668³ off-site parking spaces. The Army could implement the following mitigation measure to reduce or eliminate the need for street parking.

Mitigation

The Army may implement a parking management plan to reduce or eliminate street parking needs. Such a plan may include the following:

- Rearranging weekend training populations;
- Borrowing parking space from organizational parking (parking for military vehicles); and
- Entering into an agreement with neighboring commercial and industrial facilities for the use of their unused parking space on weekends.

4.11.2.2 No Action Alternative

Under the No Action Alternative, there would be no impacts on transportation at the project site because there would be no change in use.

¹ BRAC would contribute 832 parking spaces; RPX would contribute 500 parking spaces.

² Because average training weekends would generate parking needs for 1,500 vehicles, and only 1,332 spaces would be available on-site, 168 off-site parking spaces would be needed.

³ Because peak training weekends would generate parking needs for 3,000 vehicles, and only 1,332 spaces would be available on-site, 1,668 off-site parking spaces would be needed.

4.12 UTILITIES

4.12.1 Affected Environment

4.12.1.1 Electricity, Natural Gas, Water, and Wastewater

Southern California Edison provides the electricity at the project site, Southern California Gas Company provides the natural gas, and Los Angeles Water Quality District provides potable water and sanitary sewer service (IMA 2004).

4.12.1.2 Solid Waste Management

Solid waste collection is provided by Sanitation District 2 of Los Angeles County. Los Angeles County has 24 sanitation districts and operates three active sanitary landfills—Puente Hills, Calabasas, and Scholl Canyon. Combined, these landfills handle approximately 19,500 tons per day (tpd). Approximately 16,000 tpd, or forty percent of the county-wide disposal capacity, is disposed of, and 3,500 tpd are recycled (Los Angeles County Sanitation District [LACSD] 2006). Table D-19 (Appendix D) shows the capacity and projected closure dates for these three landfills.

The LACSD also operates three landfill gas-to-energy facilities, two recycle centers, and three transfer/materials recovery facilities and participates in the operation of two refuse-to-energy facilities (LACSD 2006).

4.12.2 Consequences

4.12.2.1 Realignment Alternative

Water, Wastewater, Electricity, Natural Gas

The sections below are discussions of the effects of implementing the realignment alternative on the utility systems at the project site. Sustainable design principles in construction are proposed to optimize energy and resource conservation and minimize waste.

Electrical, gas, water, and sewer infrastructure would be extended to serve the AFRC as part of the realignment alternative. The existing storm drain system would continue to be used.

The proposed AFRC would not place an excessive demand on or overwhelm any utility or service. The AFRC would require more of all utilities than the existing land use; however, the increased demand generated by the realignment alternative would be offset by closing several other AFRCs within the Los Angeles Water Quality District service area. No significant impacts on public utilities and services are anticipated with the construction and operation of the proposed AFRC and supporting facilities.

Solid Waste Management

Demolishing 620,800 square feet of warehouse space would generate an estimated 48,112¹ tons of solid waste (not including waste associated with excavation of existing asphalt), constructing

¹Calculated using the total nonresidential demolition square footage of 620,800 and a nonresidential demolition debris generation rate of 155 pounds per square foot, per Franklin Associates 1998.

271,879 square feet of buildings would generate an estimated 528² tons of solid waste, and operating the AFRC would generate approximately 99 tons of solid waste per year.

Demolition. Demolition debris generation, at 48,112 tons over three months, would represent approximately 535 tons per day, assuming a seven day work week. This additional approximate 535 tpd would bring the average daily throughput of the landfills from the existing 19,500 tpd to approximately 20,035 tpd. Since the landfills are only permitted a daily throughput of 20,100 tpd, this additional waste flow would increase the daily throughput rate of the landfills from 92.9 percent of the permitted rate to 95.4 percent of the permitted rate and would represent approximately 2.7 percent of the entire waste stream for Los Angeles County for the three-month period. While demolition activities would result in a substantial amount of waste and would have a noticeable effect on the waste streams at the landfills during the demolition period, it would not violate the maximum permitted daily throughput for Los Angeles County. Demolition activities associated with the realignment alternative would result in short-term minor adverse effects on solid waste disposal in Los Angeles County.

Construction. Construction debris would be generated at an approximate rate of 1.1 tpd over the 16-month construction period. This would represent 0.005 percent of the maximum permitted daily throughput of solid waste for Los Angeles County. Construction associated with the realignment alternative would result in a short-term minor adverse effect on solid waste disposal in Los Angeles County.

In addition, these estimates would be reduced by mandated waste reduction and recycling and would be generated throughout the construction and demolition phases of the project. This waste stream would not exceed the daily or total capacities of the local landfills or result in a substantial change to their projected closure dates.

Operation. The realignment alternative would result in a long-term minor impact on solid waste disposal. The additional 248 full-time staff would be present only during working hours and would generate approximately 99 tons³ of solid waste per year. This would equate to approximately 0.394 ton (788 pounds) per work day⁴. This waste stream would represent 0.002 percent of the daily permitted throughput at the Los Angeles County landfills. Operational activities associated with the realignment alternative would have a long-term minor adverse effect on solid waste disposal in Los Angeles County.

4.12.2.2 No Action Alternative

No effects on utilities are expected from implementing the No Action Alternative.

²Calculated using a nonresidential construction debris generation rate of 3.89 pounds per square foot, per Franklin Associates 1998. Estimated construction area is 271,879 square feet, per Section 2.

³Calculated using as estimated solid waste generation rate of 0.4 tons/person/year for a “business” operation, subtype “Public Administration” (CIWMB 2006).

⁴Assumes 251 workdays per year (365 days per year – 104 weekend days – 10 federal holidays = 251 working days)

4.13 HAZARDOUS MATERIALS AND WASTE

4.13.1 Affected Environment

Specific conditions of concern related to hazardous materials and wastes at the project site are addressed in this section. Hazardous materials and solid waste can affect workers and the environment and often have specific regulations that govern their use, storage, and disposal.

The following hazardous materials and wastes are relevant to the project site:

- Asbestos-containing materials (ACM);
- Lead based paint and lead dust;
- Polychlorinated biphenyls;
- Petroleum, oils and lubricants; and
- Other potential hazards.

4.13.1.1 Asbestos-Containing Materials

Asbestos refers to a group of minerals naturally resistant to heat and corrosion. Occupational Safety and Health Administration (OSHA) standards regulate worker safety precautions during ACM remediation. Section 112 of the Clean Air Act also regulates asbestos fiber emissions. The existing buildings on the site were built in the 1940s, when many common building materials contained asbestos. A limited asbestos survey was conducted in 1997 as part of a Phase I environmental site assessment (EnSA) by Burns and McDonnell. This survey confirmed the presence of asbestos in caulking, floor tiles, and mastic (IMA 2004). Additional ACM survey work will be conducted by the project architect-engineer firm to identify the location of ACM prior to demolition.

4.13.1.2 Lead-Based Paint (LBP) and Lead Dust

Lead is a toxic heavy metal. OSHA standards regulate worker safety precautions during LBP remediation. The buildings on the site were built in the 1940s, when LBP use was common. The presence of LBP was confirmed by a limited survey conducted in 1997 by Burns and McDonnell (IMA 2004). An inspection for lead dust was performed as part of an environmental baseline survey (EBS) completed in 2004 for the project site, but no evidence of lead dust was observed (IMA 2004).

4.13.1.3 Polychlorinated Biphenyls (PCBs)

PCBs are toxic industrial compounds used in electrical equipment, primarily capacitors and transformers. The Toxic Substances Control Act (TSCA) regulates the removal and disposal of equipment containing PCBs at concentrations greater than 50 parts per million (ppm). The California Department of Toxic Substance Control (DTSC) considers transformers containing concentrations of PCBs greater than 5 ppm to be hazardous waste.

During a 2003 Phase II EnSA, the Kanoa Company took oil samples and tested them for PCBs. They tested 30 transformers on a 116-acre parcel that includes the project site (IMA 2004). Twenty-one of the 30 transformers tested positive for PCBs, with five samples indicating a concentration greater than 5 ppm (IMA 2004).

Furthermore, while conducting the 2004 EBS, the IMA, Army Reserve Division (IMA-ARD) noted 24 pole-mounted transformers along Streets I and G. Three of the transformers north of Building 7 looked older and have the potential to contain PCBs (IMA 2004). All transformers were in good condition (IMA 2004). No transformers had PCB labeling of any kind (IMA 2004). Site personnel interviewed by IMA-ARD said that all PCB-containing electrical equipment had been removed from the project site (IMA 2004).

4.13.1.4 Petroleum, Oils, and Lubricants (POL)

No POLs are currently used, stored, or disposed of on-site. In the 2004 EBS, IMA-ARD identified no aboveground or underground storage tanks on or adjacent to the project site (IMA 2004).

According to the EBS, POLs have historically been used, stored, and disposed of on the site (IMA 2004). For example, a historical map depicts a railroad maintenance and fueling area west of Building 5, and railroad spurs are still present on the project site (IMA 2004). A hydraulic truck scale is east of Building 6 (IMA 2004). Soil sampling at these sites did not reveal POL contamination (IMA 2004).

4.13.1.5 Other Potential Hazards

No other hazardous materials or waste issues are known to exist at the site. Radon and pesticides were investigated in previous EnSAs, and their levels were determined to be below established state and federal limits (IMA 2004). According to the EBS, the site has been classified as Category Type I, “an area or parcel of real property where no release or disposal of hazardous substances or petroleum products or their derivatives has occurred (including no migration of these substances from adjacent properties)” (IMA 2004). This category is one of seven DoD Environmental Condition of Property (ECP) categories, as defined by the American Society for Testing and Materials (ASTM) Designation D5746-98, *Standard Classification of Environmental Condition of Property Area Types for Defense Base Closure and Realignment Facilities*.

4.13.2 Consequences

4.13.2.1 Realignment Alternative

Both short-term and long-term minor adverse effects related to hazardous materials and waste would be expected from implementing the realignment alternative. Short-term minor adverse effects would be expected during demolition. Because the buildings are known to possess ACM and LBP, and transformers potentially contain PCBs, hazardous materials could be encountered during demolition. The realignment alternative would result in the long-term increased use, storage, and disposal of hazardous materials at the project site, including POLs, paints, solvents, medical waste, and munitions. Table D-20 (Appendix D) lists the hazardous materials associated with the realignment alternative.

Additionally, a long-term minor beneficial effect would be expected from implementing the realignment alternative by removing ACM and LBP during the demolition of Buildings 5, 6, 7 and 701.

POLs

POLs would be used, stored and disposed of primarily in the AMSA and OMS vehicle maintenance facilities. The realignment alternative includes constructing an 11,700-square-foot

AMSA and a 36,572-square-foot OMS (Nakata Planning Group, LLC 2005). Combat tactical vehicles used by AFRC personnel would be serviced by these facilities and stored in the Military Equipment Parking (MEP) that would be constructed adjacent to each maintenance shop.

The Bell AFRC would support a maximum of 1,000 military vehicles. Each vehicle would require regular annual or semiannual service and other repairs as needed. Thus, the AMSA and OMS would be expected to handle more than 1,000 vehicle service requests annually. The shops would be a full-service maintenance facility, housing the materials and personnel to perform inspection, diagnostics, lubrication, preventive maintenance, welding, body and frame repair, component repair and replacement, emission control system maintenance, sanding, and painting.

Vehicle service activities would require storing and using hazardous materials at the AMSA and OMS facilities generating additional hazardous waste on the project site. Hazardous materials and waste associated with the AMSA and OMS would primarily be composed of POLs, with smaller amounts of paints, solvents, corrosives, and metals. All hazardous materials and waste would be handled in accordance with the Resource Conservation and Recovery Act (RCRA) and established procedures for AMSA and OMS facilities at AFRC sites.

No POLs are currently used, stored, or disposed of at the site. The use, storage, and disposal of POLs associated with the realignment alternative would have a long-term minor adverse impact on operations and the environment at the project site.

Medical Waste

Medical wastes would be created, stored, and disposed of in the DEPMEDS facility. DEPMEDS are third echelon care units capable of providing a high level of in-patient and extended care (Sanftleben 1998). The realignment alternative includes the construction of DEPMEDS capable of servicing AFRC personnel. The DEPMEDS would be large enough to accommodate a typical weekend training population of approximately 1,500 persons.

The DEPMEDS facility would generate typical medical waste, including used and unused sharps, human pathological wastes (tissues and body parts), cultures and stocks of infectious agents, and used bandages. Medical waste is regulated by RCRA. Not all medical waste is considered hazardous waste (USEPA 2003). All medical waste would be handled in accordance with RCRA and with established procedure for DEPMEDS facilities at AFRC sites.

No medical waste is currently being generated at the project site. Generating, storing, and disposing of medical waste associated with the realignment alternative would have a long-term minor adverse impact on the environment at the project site.

Munitions

Munitions would be stored at the weapons storage facility and armorer workspace. No munitions disposal would take place at the site. The realignment alternative includes the construction of a weapons storage facility and armorer workspace capable of servicing the AFRC personnel. Personnel at the weapons storage facility would manage, store, and dispense weapons and military munitions for training exercises. The armorer workspace would allow for on-site repair of weapons.

Military munitions are governed by the Military Munitions Rule, which became effective in August 1997 and amended portions of RCRA and Title 40 CFR Part 260 through 270 (AFCEE

Undated). All military munitions would be handled in accordance with the Military Munitions Rule and established procedure for weapons storage facilities at AFRC sites.

No munitions are currently being used or stored at the project site. The use and storage of munitions associated with the realignment alternative would have a long-term minor impact on the environment at the project site.

ACM, LBP, and PCBs

ACM, LBP, and PCBs would be encountered during the demolition necessary to prepare the site for the construction of facilities specified by the realignment alternative. In order to prepare the site, Buildings 5, 6, 7, and 701 would be demolished, existing pavement would be removed, and transformers along I Street would be moved or replaced.

Some of the demolition debris would contain hazardous materials, specifically asbestos and lead. Although PCBs are not expected to be present, based on the aforementioned report of removal, proper testing and subsequent abatement procedures would be employed to identify, contain, and dispose of ACM, LBP, or PCBs. All construction personnel would be OSHA-trained and -certified and would be aware of all potential hazards at the site. This demolition debris would be handled and disposed of as hazardous waste, in accordance with RCRA and OSHA regulations. New construction materials and equipment would not contain asbestos, lead, or PCBs above USEPA standards.

The removal of ACM, LBP and PCBs from the project site would have a long-term minor beneficial impact on the environment at the project site.

4.13.2.2 No Action Alternative

No adverse impacts would be expected from implementing the No Action Alternative. Under the No Action Alternative, no hazardous materials on the project site would be disturbed or removed, and no additional hazardous materials would be used, stored, or disposed of on the site.

4.14 CUMULATIVE EFFECTS SUMMARY

4.14.1 Introduction

In this section, the Army identifies the cumulative effects of the proposed action. A cumulative impact is defined in the Code of Federal Regulations (40 CFR 1508.7) as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” Only those resources with similar and comparable types of environmental effects from both the proposed action and the cumulative projects are considered to have cumulative effects.

Impacts of the proposed action and alternative presented in this EA are assessed for cumulative impacts with other actions conducted in the region. Unless otherwise specified, the ROI for a particular resource in the cumulative analysis is the same as the ROI for that resource in the analysis of the environmental effects from the proposed action and No Action Alternative.

This analysis considers the effects of the proposed action, as evaluated in detail in the other sections of this chapter, when it is combined with the effects of other past, present, and future actions in the affected region. Current or reasonably foreseeable actions that have been identified are described below.

4.14.2 Cumulative Actions

4.14.2.1 Adult Education Center

The Los Angeles Unified School District plans to replace Building 4 with an Adult Education Center. Vehicle parking and the center’s entrance would be on the north side of the site, facing the AFRC site. Once the property is transferred from the GSA, LAUSD plans to have the center constructed and operational within three years (Cistone 2006).

4.14.2.2 I-710 Improvements

An alternatives analysis was completed in April 2006 for dealing with needed improvements to I-710 near the I-5/I-710 interchange. The alternatives considered were as follows:

- Construct a new Slauson Avenue interchange;
- Close the I-710/Washington Boulevard interchange;
- Abandon construction of the N/B I-710 to S/B I-5 “missing connectors”;
- Improve the Atlantic Boulevard-Bandini Boulevard interchange (including traffic impacts on Bandini Boulevard);
- Construct truck ramps from the proposed I-710 truck lanes directly into the rail yards; and
- Install high-occupancy vehicle (HOV) lanes on I-5.

No decision has been made as to which of these alternatives will be implemented (CH2MHill 2006).

4.14.2.3 Interstate 5 Major Improvement Project

The California Department of Transportation (Caltrans) proposes to improve Interstate 5 between State Route 91 and Interstate 710, a length of approximately 16 miles, by widening to provide a minimum of 10 lanes. At present, I-5 consists of eight lanes from State Route (SR)-91 to Beach Boulevard, six lanes from Beach Boulevard to I-605, and eight lanes from I-605 to I-710. The portion of I-5 in Orange County south of SR-91 has been widened to 10 lanes (one HOV lane and four mixed-flow lanes in each direction, with future provisions for 12 lanes) (Caltrans 2006). An environmental impact report for this project is expected to be in public review during the summer of 2006 (City of Commerce 2006).

4.14.2.4 City of Commerce

The City of Commerce has identified the following four projects, which are either proposed, approved, or under construction (City of Commerce 2006; Blodgett Baylous and Associates 2006):

- 184,000-square foot manufacturing and distribution facility (Xebec Development) at 6100 Sheila Street;
- 63,489-square foot manufacturing warehouse (Xebec-Bandini) at 6600 Bandini Blvd.;
- 30,000-square foot fitness center (ground level) and 61,358 square feet of mini storage (upper two levels) (Dynamic Builders) at 2035 Camfield Avenue;
- 296,601-square foot industrial park involving three new buildings and remodeling of an existing building at 61st Street and Randolph Street; and
- 96,144-square foot warehouse at 5520 61st Street.

4.14.3 Cumulative Effects

4.14.3.1 Land Use

No cumulative land use impacts are expected since the proposed alternatives would not result in any land use impacts.

4.14.3.2 Aesthetics and Visual Resources

Short-term minor adverse effects are expected. Cumulative impacts on visual resources involve construction traffic. Although the proposed project and the cumulative projects include construction traffic, the traffic is not expected to be concentrated in any one particular area. Therefore, the impacts on visual resources from construction traffic are expected to be minor and short-term.

4.14.3.3 Air Quality

Minor local and regional cumulative air quality impacts would occur as a result of the cumulative projects. Cumulative air quality impacts would occur when multiple projects affect the same geographic areas at the same time or when sequential projects extend the duration of air quality impacts on a given area over a longer period of time. Demolition and construction activities for the proposed project and the LAUSD Adult Education Center may occur concurrently, resulting in a localized cumulative impact from equipment engine exhaust and fugitive dust. Given the current stage of project planning, it is unlikely that the potential I-710 or I-5 improvement projects would occur concurrently with demolition and construction activities for the proposed

project. In addition, the potential highway improvement projects are over 1 mile from the proposed AFRC site, and thus would have limited local cumulative effects from construction activities. Three of the projects in the City of Commerce (on Camfield Avenue, Bandini Boulevard, and Sheila Street) are more than 0.75 miles from the project site, and thus would have minimal local cumulative air quality effects from construction activities in combination with the proposed project. Two of the projects in the City of Commerce (along E. 61st Street) are somewhat closer to the AFRC site, and could produce some minor local cumulative effects from construction activities in combination with those of the proposed project. The proposed project and the various cumulative projects would have minor regional cumulative air quality impacts associated with emissions from future vehicle traffic or from construction activities occurring after construction of the proposed AFRC has been completed.

4.14.3.4 Noise

Short- and long-term cumulative noise impacts are expected.

The realignment alternative would produce increased short-term noise during the demolition and construction phases of the project, which would combine with short-term demolition and construction noise associated with the adjacent Adult Education Center. The Salvation Army mobile homes are sensitive noise receptors to the south of the Adult Education Center site, and the two projects would combine to increase noise levels at those receptors. Construction would be limited to normal working hours, rendering the noise impacts of the combined projects as minor.

The realignment alternative would contribute a minor long-term cumulative traffic-related noise impact to similar noise impacts generated by the identified cumulative projects. The cumulative traffic-related noise impacts are expected to be minor, particularly given the lack of identified sensitive receptors along the most heavily affected roadways. Any such cumulative noise impacts would be controlled through the planning process and by existing land use compatibility guidelines in place, which would be enforced by the local regulations.

4.14.3.5 Geology and Soils

No cumulative impacts on geology and soils are expected. If a large earthquake occurs on one of the regional faults in the vicinity of the project site, regional infrastructure may be damaged and emergency services may become overloaded. Thus, the combined impacts from seismic hazards may be severe. However, building new industrial and commercial units that meet current building codes would result in a cumulative beneficial impact.

4.14.3.6 Water Resources

Minor cumulative impacts are expected. Cumulative construction and demolition activities would increase the potential for soil erosion and sedimentation of the Los Angeles River; however, construction contractors would use BMPs to control erosion and to minimize the potential for sedimentation. The Army and any other developers on sites involving the disturbance of one acre or more of soil would be required to prepare an SWPPP to minimize the effects on surface water.

4.14.3.7 Biological Resources

Minor short- and long-term impacts are expected. The proposed project would contribute to negative impacts on biological resources within the ROI. Proposed construction projects would cause elevated noise and dust and increase human activity within the ROI and would further disturb and diminish natural communities. These impacts would be low intensity and are expected

to have limited effect on plants and wildlife within the ROI, given that the area is already disturbed and the predominance of nonnative and invasive plants and human-tolerant wildlife species.

4.14.3.8 Cultural Resources

Minor long-term cumulative impacts on cultural resources are expected. Demolition of Building 4 would contribute to impacts on the historic resources of the Cheli Air Force Station. However, since all structures associated with the Cheli Air Force Station have been determined ineligible for the NRHP, these impacts would not be considered significant.

4.14.3.9 Socioeconomics

The cumulative projects would have a minor short-term increase in economic activity and demand for services within the region. These projects would temporarily increase regional employment and spending during their construction phases. No cumulative impacts on population and housing are expected.

4.14.3.10 Transportation

Short-term minor cumulative effects are expected during the demolition and construction phases of the realignment alternative. Construction and demolition traffic generated by the realignment alternative would likely combine with similar demolition and construction traffic for the LAUSD Adult Education Center. Both projects would involve high use of Rickenbacker Road by dump trucks carrying demolition debris away from the site during demolition, and flatbed trucks carrying construction materials to the site during construction. Both construction and demolition phases would also involve use of Rickenbacker, Eastern Avenue, and adjoining streets by construction worker vehicles and other construction equipment. This combined impact would be a short-term minor cumulatively adverse impact on traffic within the ROI.

Construction and demolition traffic may also combine with similar traffic from the cumulative projects identified in the City of Commerce, but these cumulative impacts are expected to be short-term and minor.

Long-term adverse cumulative effects are expected during the operational phase of the realignment alternative. Traffic generated by full-time employees would likely combine with student and staff traffic for day and evening classes at the proposed adjacent Adult Education Center. Both project sites would be accessed by Rickenbacker Road. At this time, the LAUSD does not propose to hold classes on weekends at the Adult Education Center. The realignment alternative would result in a long-term minor cumulatively adverse impact on traffic within the ROI.

4.14.3.11 Utilities

Minor short- and long-term impacts are expected. The realignment alternative would combine with impacts from other development projects within the City of Commerce to increase the amount of solid waste produced. The projected date of reaching capacity at the three landfills serving Los Angeles County has accounted for an assumed rate of construction and demolition debris in the area, and implementation of any of the proposed alternatives would not constitute a substantial deviation from that rate.

4.14.3.12 Hazardous Materials and Waste

Minor short- and long-term cumulative impacts are expected. Short-term cumulative impacts would be expected from the increased use of POLs during construction activities, especially if the construction phase of multiple projects occurs at the same time. Construction would adhere to OSHA guidelines, thus minimizing the risk of spills.

Minor long-term impacts would be expected from the use and disposal of POLs associated with AFRC support vehicles; however, since none of the identified cumulative projects are expected to create long-term hazardous materials and waste impacts, the realignment alternative would not contribute a cumulative impact.

SECTION 5.0 CONCLUSIONS

5.1 SUMMARY OF CONSEQUENCES

The environmental effects of the realignment alternative and the No Action Alternative are presented in Table D-22 (Appendix D). The realignment alternative would have no effect on land use, aesthetics and visual resources, water resources, socioeconomics, or environmental justice. The adverse effects on air quality, noise, geology and soils, biological resources, cultural resources, transportation, utilities, and hazardous and toxic materials and waste would not be significant. No adverse effects would be expected under the No Action Alternative.

5.2 CONCLUSIONS

Implementing the realignment alternative would have no significant direct, indirect, or cumulative effects on the resources above, so an environmental impact statement need not be prepared. This EA supports the issuance of a finding of no significant impact.

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SECTION 9.0 AGENCIES AND INDIVIDUALS CONSULTED

9.1 FEDERAL AGENCIES

Jane Lehman, Regional Historic Preservation Officer, General Services Administration, Pacific Rim Region

Christine Medak, U.S. Fish and Wildlife Service, Carlsbad Office

9.2 DEPARTMENT OF DEFENSE

Ginette Chasle-Cutler, Community Planner, 63D Regional Readiness Command

Mark Cutler, 63rd Regional Readiness Command

Major Adrian Shanahan, Senior Plans Officer, 63D Regional Readiness Command

Nora Hawk, Project Manager, Reserve Support Team

Sara Jackson (Contractor), Installation Management Agency

Wayne Alves, Environmental Chief, 63D Regional Readiness Command

Keith Schardein, Environmental Protection Specialist, 63D Regional Readiness Command

9.3 STATE AGENCIES

Milford Wayne Donaldson, California State Historic Preservation Officer, Office of Historic Preservation

9.4 LOCAL AGENCIES

Bob Zarrilli, Planning Director, City of Commerce

Dominick Cistone, Administrator, Division of Adult and Career Education, Los Angeles Unified School District

9.5 INDIVIDUALS

Marc Blodgett, Blodgett Baylosis and Associates, Whittier, California

SECTION 10.0

ACRONYMS AND ABBREVIATIONS

Acronym	Meaning
ADNL	A-weighted day-night level
AFRC	Armed Forces Reserve Center
APE	Area of potential effect
BMPs	Best management practices
BRAC	Base Closure and Realignment
CAA	Clean Air Act
CARB	California Air Resources Board
CBOC	California Burrowing Owl Consortium
CDFG	California Department of Fish and Game
CDNL	C-weighted day-night level
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CSTC	Combat Support Training Center
dB	decibels
dBA	A-weighted decibels
dBC	C-weighted decibels
DNL	day-night average sound level
DoD	Department of Defense
EA	Environmental Assessment
EIFS	Economic Impact Forecast System
EIS	Environmental Impact Study
EO	Executive Order
EPA	US Environmental Protection Agency
ESA	Endangered Species Act
FNSI	Finding of No Significant Impact
HUD	US Department of Housing and Urban Development
IMA	Installation Management Agency
ICRMP	Integrated Cultural Resources Management Plan
INRMP	Integrated natural resources management plan

Acronym	Meaning
LOS	Level of service
LPG	Liquid propane gas
MBTA	Migratory Bird Treaty Act
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NIPTS	Noise-induced permanent threshold shift
NOAA Fisheries	National Marine Fisheries Service
NOx	nitrous oxides
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PM ₁₀	Inhalable particulate matter, smaller than 10 microns diameter
PM _{2.5}	Fine particulate matter, smaller than 2.5 microns diameter
POLs	petroleum, oils, and lubricants
POV	Privately owned vehicle
ROG	Reactive organic gases
ROI	Region of Influence
RONA	Record of nonapplicability
RTV	rational threshold value
SHPO	State Historic Preservation Office
Spp.	Species
SWPPP	Storm Water Pollution Prevention Plan
TCP	Traditional Cultural Property
TSD	Training Support Division
USAR	US Army Reserve
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey