

VERNON WESTSIDE SPECIFIC PLAN
BASELINE STUDIES
OPPORTUNITIES AND CONSTRAINTS



JANUARY 28, 2021

PARCEL SUITABILITY FOR REDEVELOPMENT

Complementing the analysis of building assets in Chapter 4, this chapter focuses on establishing the redevelopment suitability of parcels of land within the study area.

Redevelopment suitability involves many factors, only a few of which could be included in this broad analysis. Taking into account the opportunities and constraints in this area, as well as City goals for the project, suitability analysis focused on three key areas: parcel availability, fiscal considerations, and environmental considerations.

The result of the process is a rough overall categorization of redevelopment suitability for parcels in the study area. The table on this page summarizes the criteria presented in the following pages, and the map on the facing page presents the results of the analysis.

Parcel Evaluation Framework:

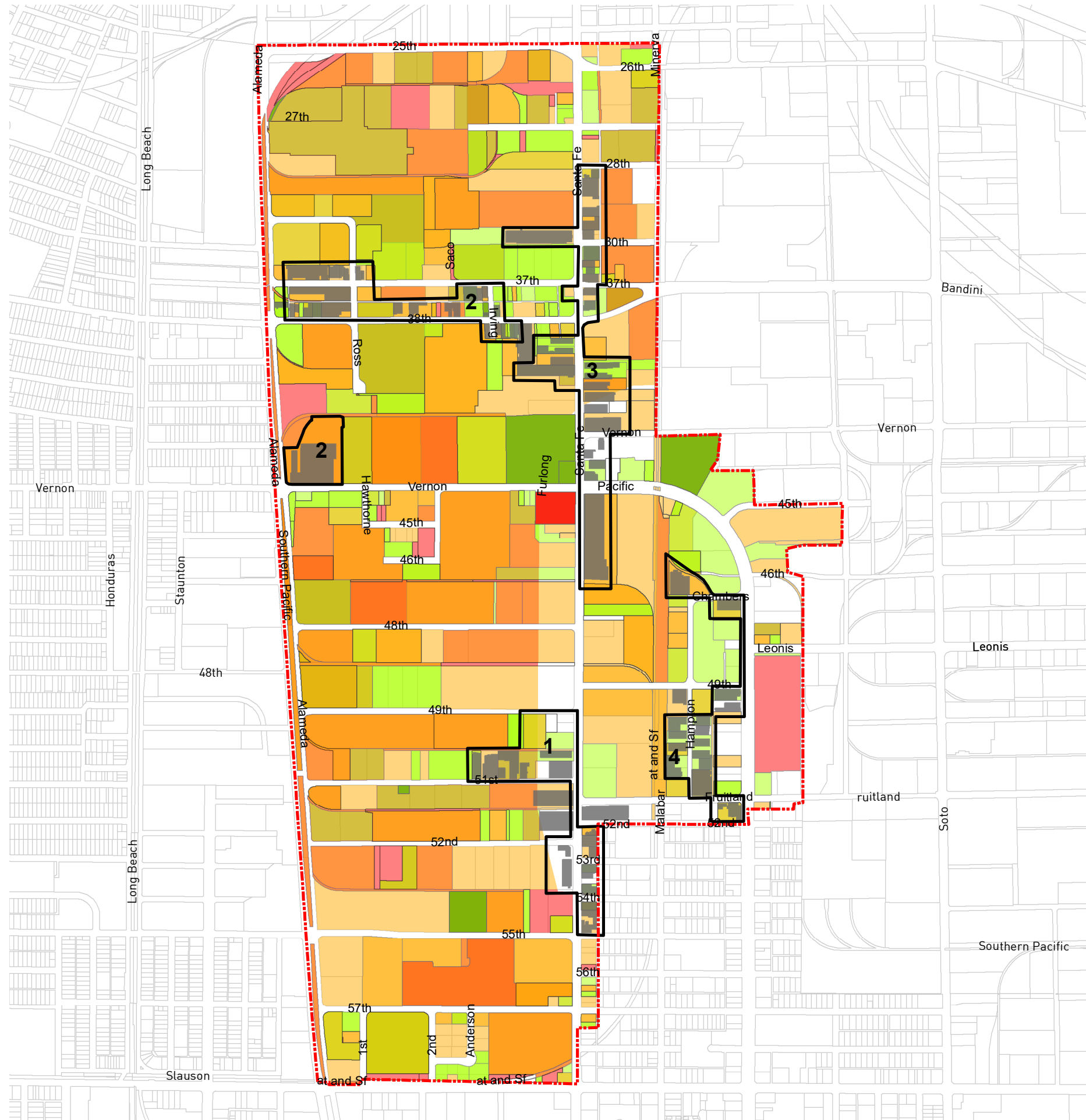
No.	Criteria	Suitable Redevelopment Parcels	Potentially Suitable Redevelopment Parcels	Not Suitable Redevelopment Parcels
Parcel Availability				
1	Government-Owned Property	All Other Parcels	City Hall Block	Existing School
2	Improvement Value to Total Value	Lowest 20%	20%-40%	
Fiscal Considerations				
3	Power Consumption	Low Power Consuming Customers		Highest Power Consuming Customers
Environmental Considerations				
4	Freight Frequency		Adjacent to Heavy Frequency Freight Sites	Heavy Frequency Freight Sites
5	Air Quality Risks	Low Contaminating Sites	Moderately Contaminating Sites	Highly Contaminating Sites
6	Soil Contamination Risks			Potentially Contaminated Sites

PARCEL SUITABILITY FOR REDEVELOPMENT

This map summarizes parcel suitability for redevelopment based on the analysis layers on the facing page, with bright red parcels being the least suitable and bright green parcels being the most suitable.

Given the scarcity of vacant or government-owned land, the relatively strong performance of industrial uses in the area, and the level of environmental contamination which affects most properties, most parcels present significant constraints for redevelopment. Still, suitable parcels can be found throughout the area, including in proximity to each of the building asset clusters identified in Chapter 4, presenting opportunities for redevelopment related to existing building assets to grow into new construction development nearby.

The parcels within the building asset clusters themselves present a variety of conditions for redevelopment suitability, like the rest of the study area.

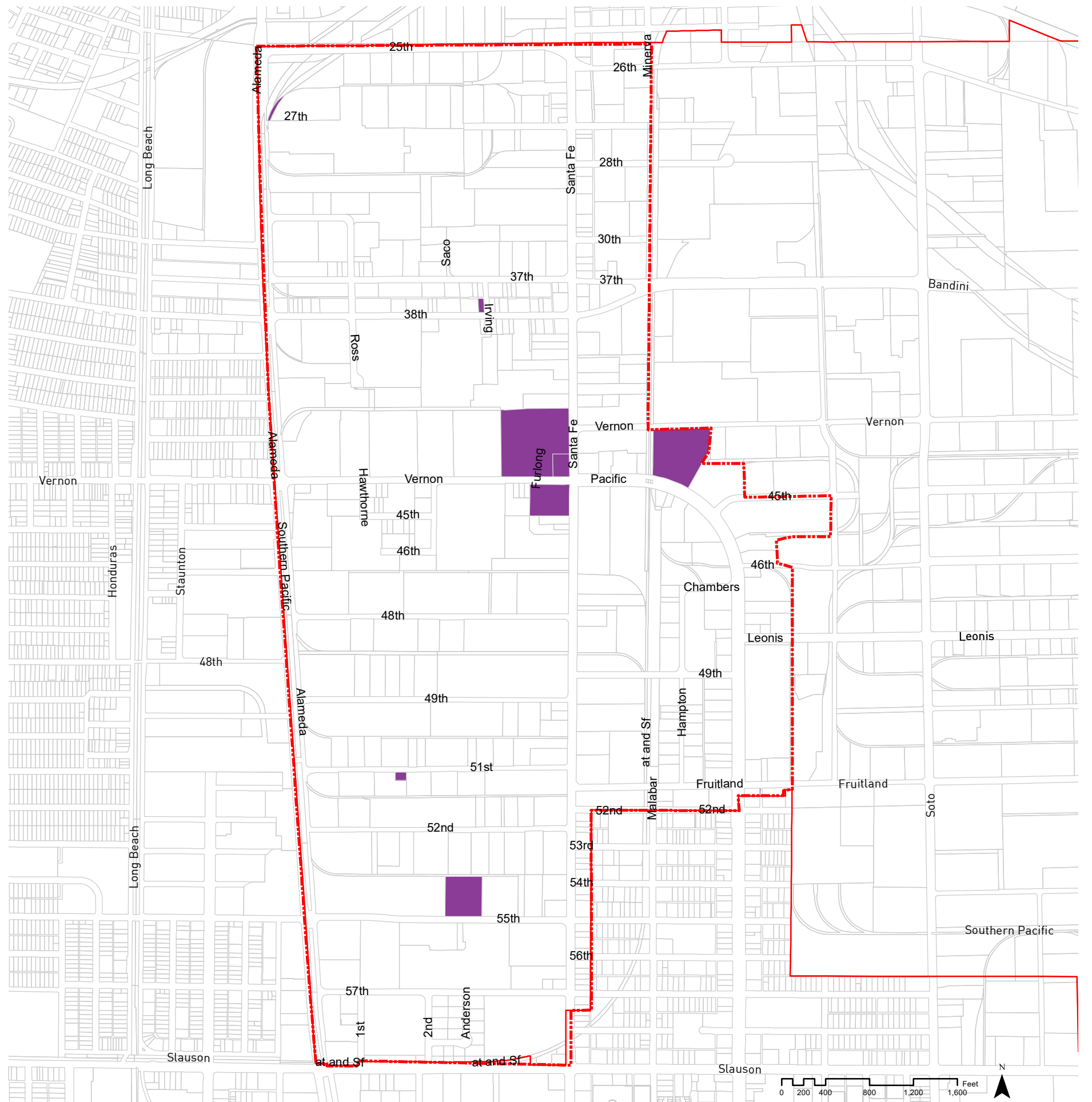


GOVERNMENT-OWNED PROPERTY


Government-owned property often provides potential sites for catalytic development. There are only four government-owned sites in the Specific Plan area:

- Vernon City Hall, Fire Station, City Yard and space leased to Petrelli Electric
- Vernon City School (Los Angeles Unified School District)
- LA Metro Maintenance Yard
- City-Owned Parcel on 55th Street

Source: Los Angeles County Assessor



Legend

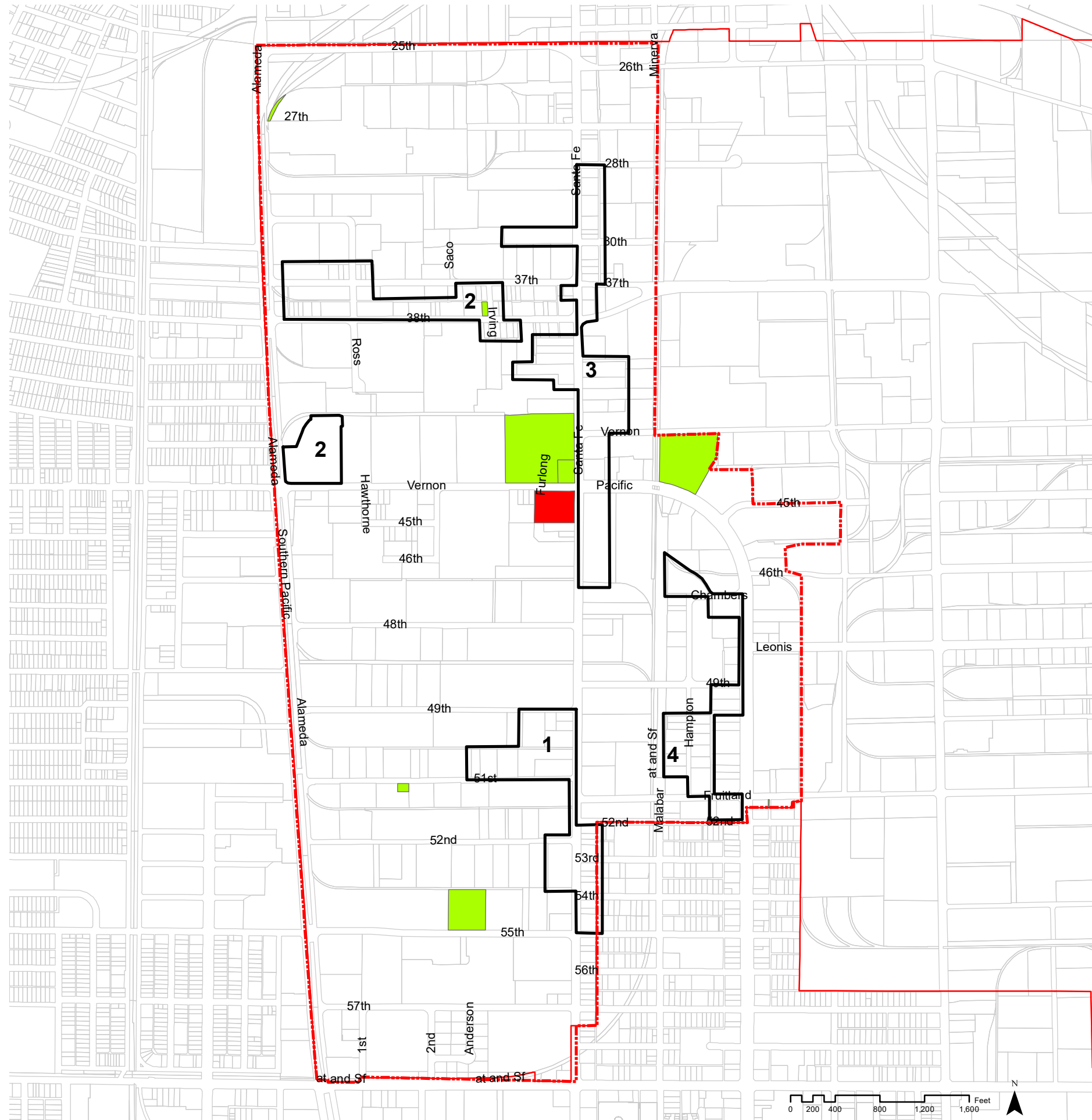
 Government Owned Property

GOVERNMENT-OWNED PROPERTY





Three government-owned properties are classified as 'Suitable' for redevelopment; the LA Metro Maintenance Yard, which has few buildings on it, and the vacant City-owned parcel on 55th Street present opportunities for new development.

Vernon City Hall and the adjacent fire station may present opportunities for smaller renovations that could introduce retail or other uses and activate the City Hall green space or Vernon/Pacific/Santa Fe corner.

In addition, the portion of the parcel dedicated to a City Yard and Petrelli Electric presents opportunities for ground-up development. If ground-up development is considered for that parcel, reconfiguration of the entire Civic Center may also be considered.



Legend

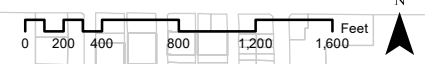
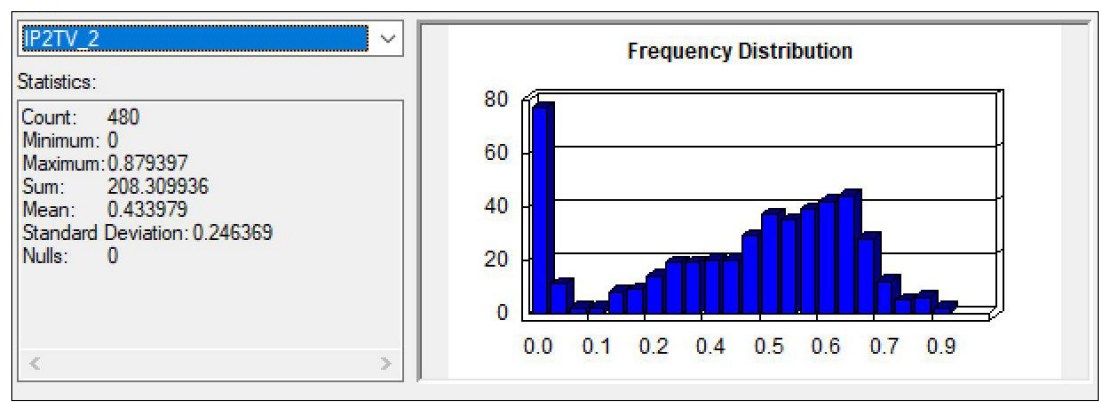
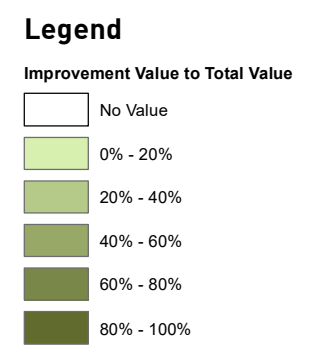
-  Vernon_SP_Redev_Clusters
- Redevelopment Suitability
 -  Suitable
 -  Potentially Suitable
 -  Not Suitable

IMPROVEMENT VALUE TO TOTAL VALUE

Improvement value to total value ratio measures the proportion of a property's assessed value that belongs to structures, as opposed to land. Lower values indicate properties that are more ripe for development, particularly tear down/new construction.

With the exception of parcels that are government owned or have no structures, the largest number of parcels has a ratio of between 50% and 70%.

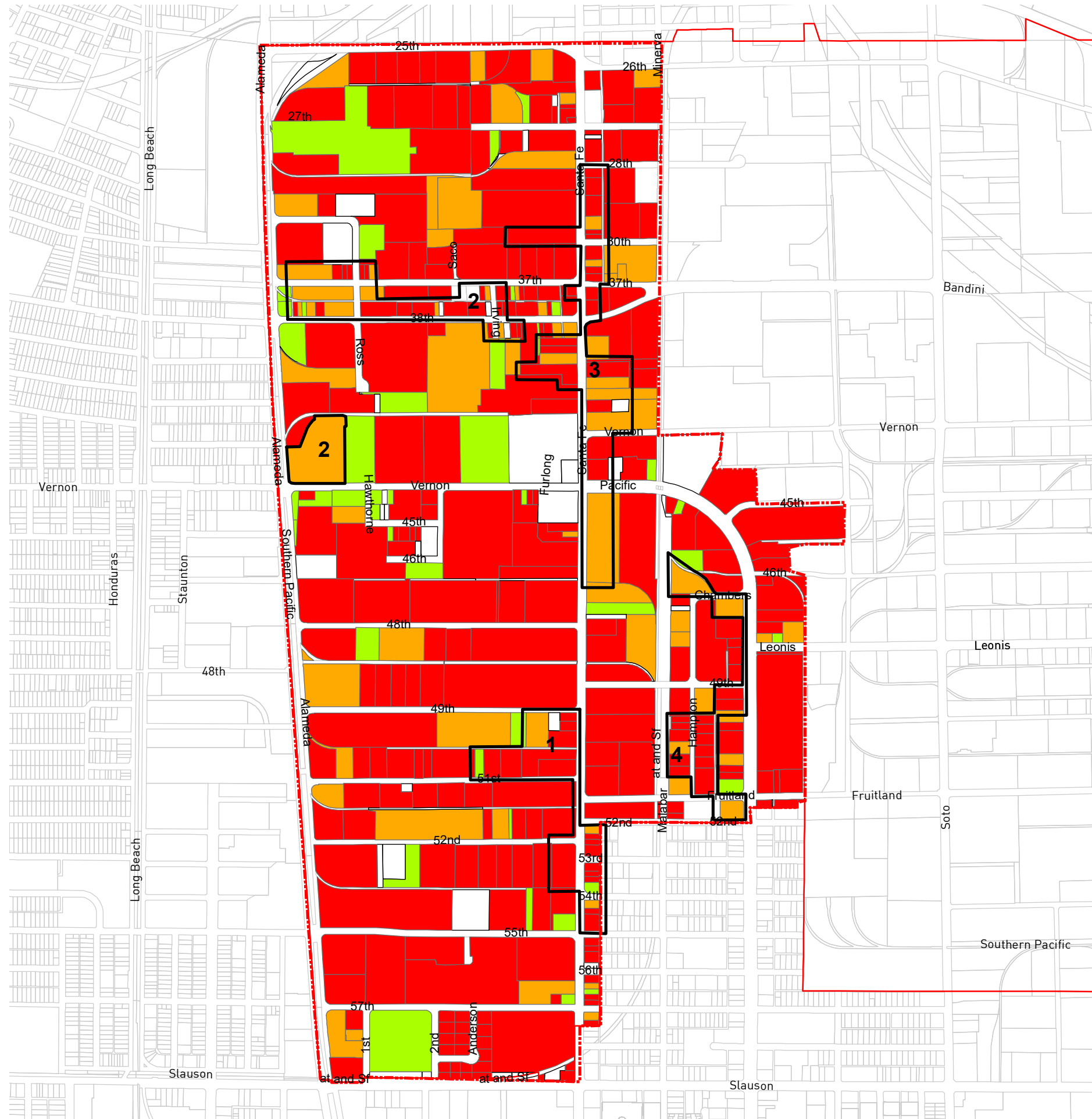
Source: Los Angeles County Assessor








IMPROVEMENT VALUE TO TOTAL VALUE

This analysis classifies properties with an improvement value to total value ratio of below 20% as 'suitable' and those between 20% and 40% as 'potentially suitable.' Though properties with ratios above 40% are classified as 'not suitable,' such properties may be good opportunities for building upgrades or adaptive reuse if a change in use can result in significantly higher rent.

Many of the 'suitable' parcels are parcels that hold parking lots or industrial uses that use minimal buildings. Parcels with older buildings may be found in the 'suitable' or 'potentially suitable' categories. Of note are the 'suitable' parcel on Slauson Avenue just east of Alameda, the 'potentially suitable' historic building on Vernon Avenue and Alameda Street, and the collection of 'potentially suitable' parcels in Cluster 3 near City Hall.

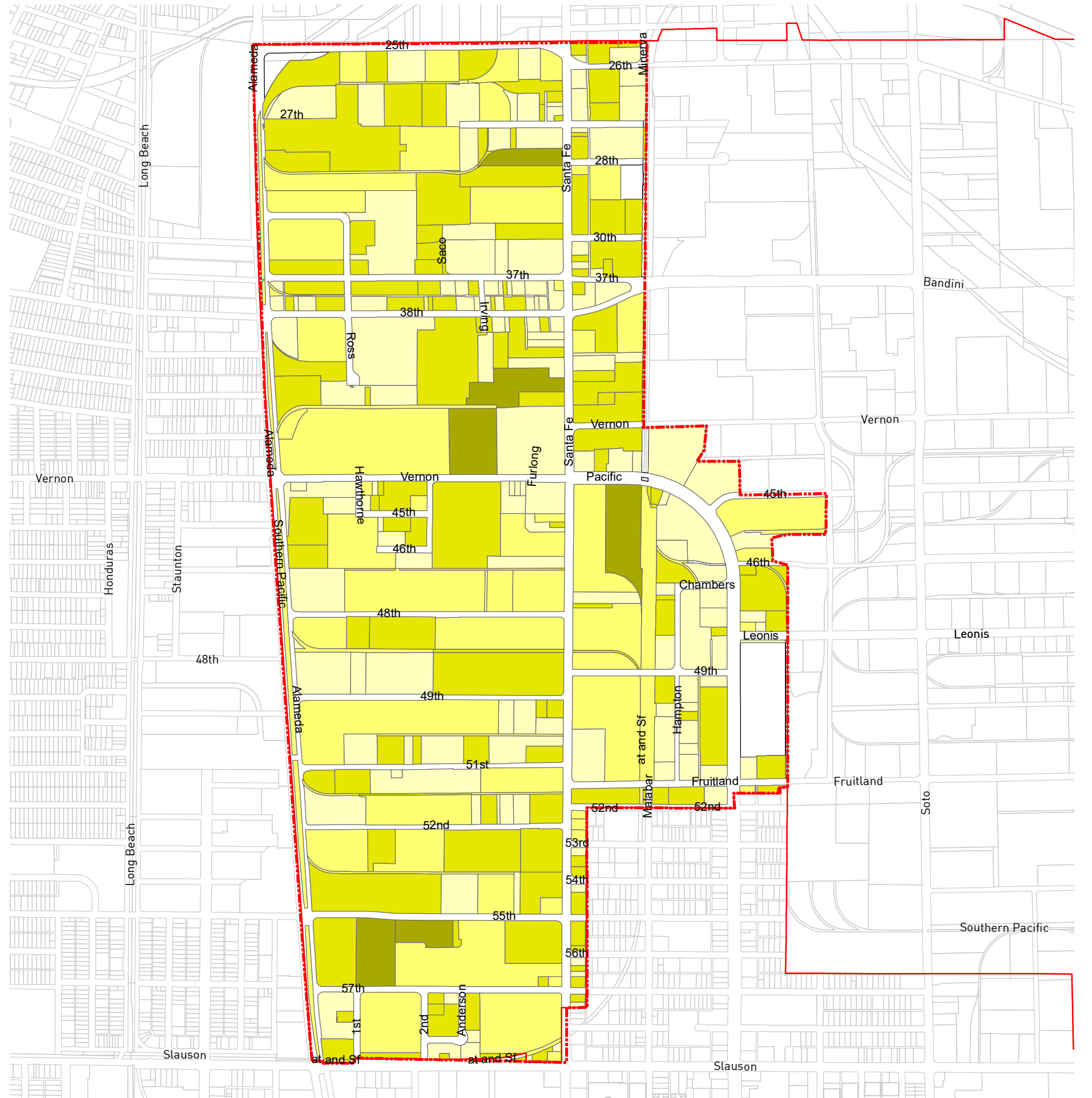
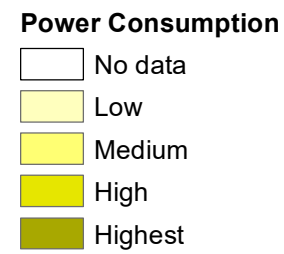


Legend

-  Vernon_SP_Redev_Clusters
- Vernon_SP_Parcels_RollJoin-IV2TV-2**
- Redevelopment Suitability**
-  Not Rated (no value)
-  Suitable (0% - 20%)
-  Potentially Suitable (20% - 40%)
-  Not Suitable (+40%)

POWER CONSUMPTION

SpecificUs	Specific_1	Value
(unavailable)	(unavailable)	No data
Auto, Recreation Equipment, Construction Equipment Sales and Service	Auto Body Repair Shop	Medium
Auto, Recreation Equipment, Construction Equipment Sales and Service	Auto Service Centers (No Gasoline)	Medium
Bank, Savings and Loan		Medium
Church		Medium
Commercial	Miscellaneous Commercial	Medium
Double, Duplex, or Two Units	4 Stories or Less	Low
Food Processing Plant	Meat	High
Food Processing Plant	Other	High
Food Processing Plant	Other	Highest
Government Owned Property		Low
Government Owned Property	Government Services	Low
Heavy Manufacturing		High
Heavy Manufacturing		Highest
Heavy Manufacturing	(unavailable)	Highest
Industrial		High
Industrial	Miscellaneous Industrial	High
Light Manufacturing		High
Light Manufacturing		Highest
Mineral Processing	Cement, Rock and Gravel Plant	High
Office Building		Low
Open Storage		Low
Open Storage	Trucking Company, Terminal	Highest
Open Storage	Trucking Company, Terminal	Medium
Parking Lot (Commercial Use Property)	Lots - Patron or Employee	Low
Parking Lot (Industrial Use Property)		Low
Professional Building		Medium
Professional Building	Medical Dental Building	Medium
Restaurant, Cocktail Lounge	Fast Food - Walk Up	Medium
Restaurant, Cocktail Lounge	Restaurant, Cocktail Lounge, Tavern	Medium
Service Station	Full Service	Medium
Single Family Residence		Low
Store		Medium
Store Combination	Store and Residential Combination	Medium
Supermarket	Supermarket - 6,000 SF through 11,999 SF	Medium
Utility		Medium
Warehousing, Distribution, Storage	Warehousing, Distribution, 10,000 to 24,999 SF	Low
Warehousing, Distribution, Storage	Warehousing, Distribution, 25,000 to 50,000 SF	Low
Warehousing, Distribution, Storage	Warehousing, Distribution, Over 50,000 SF	Medium
Warehousing, Distribution, Storage	Warehousing, Distribution, Under 10,000 SF	Low
Warehousing, Distribution, Storage	Wireless Communication Tower	Medium



POWER CONSUMPTION

Electric service is a major generator of revenue for the City of Vernon, and therefore redevelopment of high-power consuming uses is discouraged.

Parcel-specific data on power consumption was not available, but our team prepared a qualitative categorization of power use levels based on existing land use (see facing page). This categorization was then checked against existing customer-level data for a representative sample of uses.

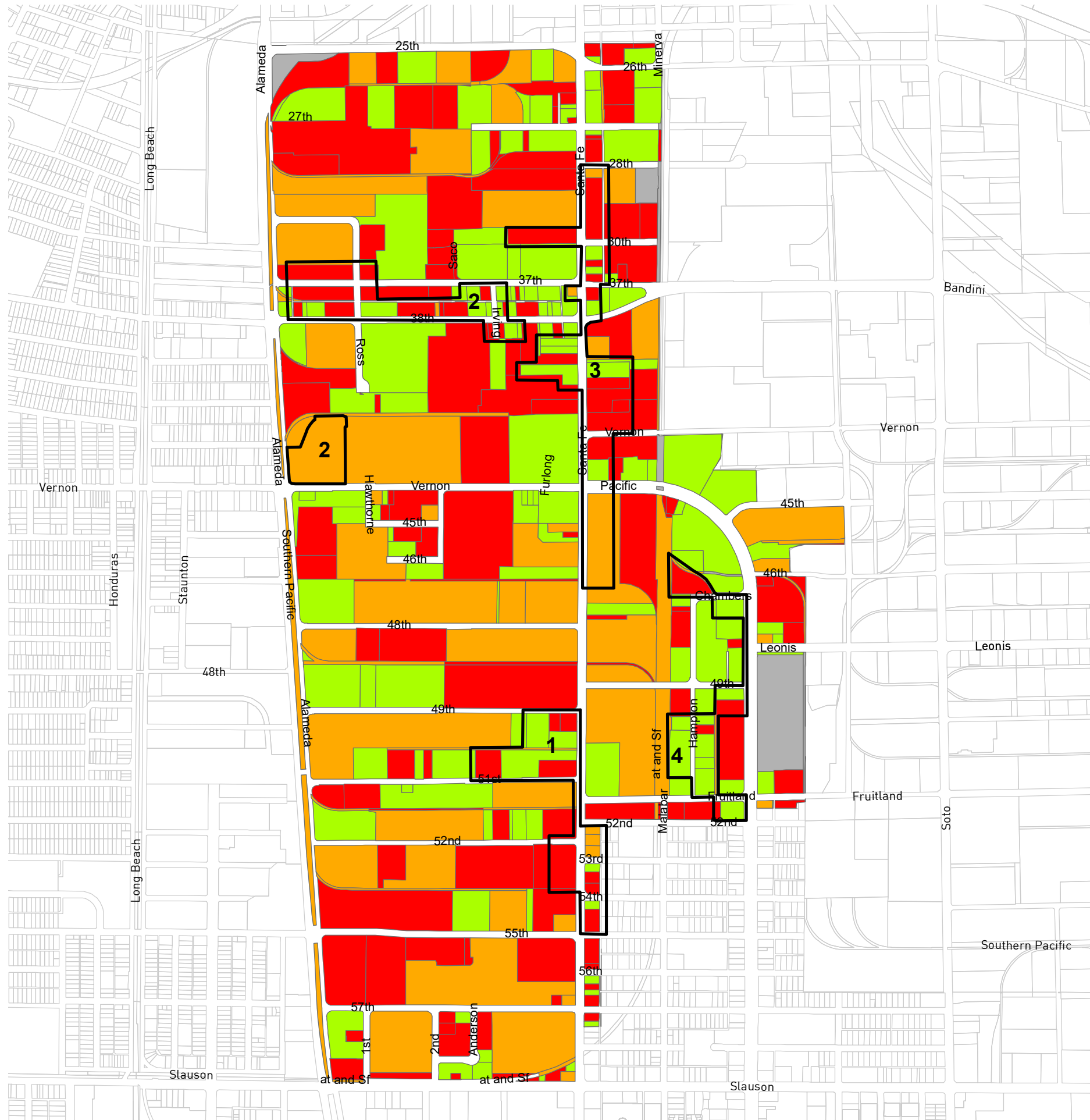
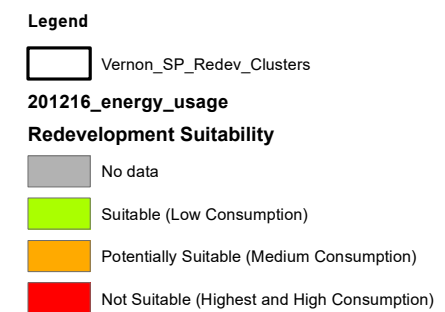
High power consuming users are generally manufacturers, including those of metal and paper products. On a Citywide level, food processing businesses are high power consumers, as well as food cold storage users.

Low power consumers, classified as 'suitable' in this analysis, are prevalent both inside and outside the focus building clusters. They include smaller warehouses, which can be found throughout the area.

Cluster 4 in particular contains a collection of 'suitable' parcels which include small distribution centers for fashion companies.

Warehouses under 50,000 sf were classified as low power users, while those above 50,000 sf were classified as medium users.

Sources: Vernon Public Utility, Sherwood Design Engineers



FREIGHT FREQUENCY

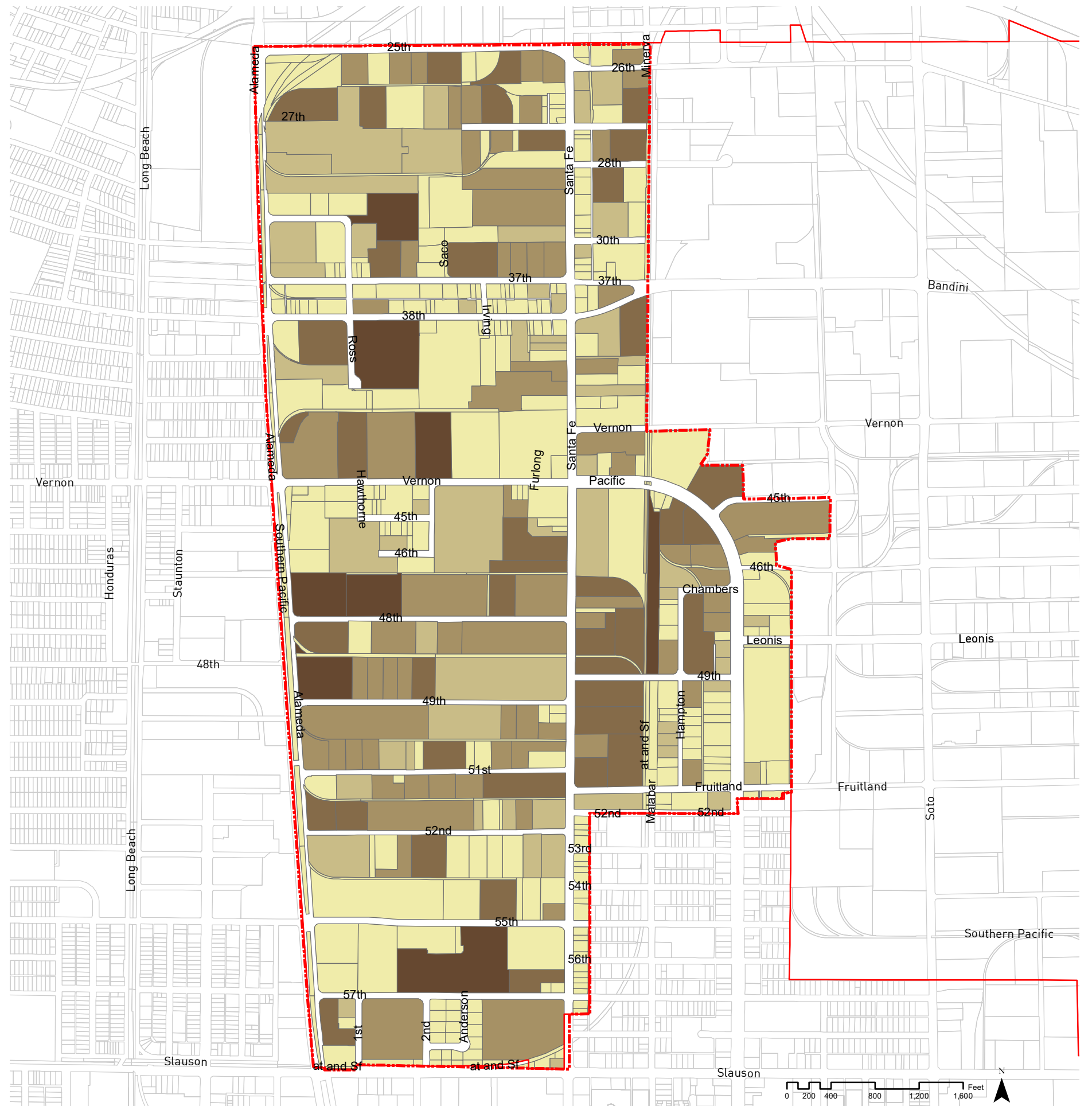
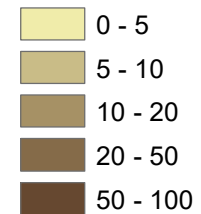
Trucking is vital to the health of Vernon's industrial businesses, but it creates significant environmental issues for the development of any sensitive uses in the planning area, including poor local air quality (see page 64), noise, vibration and damage to roadway pavement. Ideally, new sensitive uses should be located away from other uses that generate high truck trips per day.

To create a model of the truck trip generation of each parcel in the Specific Plan area, our team referenced various sources including the SCAG Regional Transportation Demand Model and to develop truck trip generation estimates for each land use in the Specific Plan area.

CARB recommends a 1,000 foot buffer between sensitive uses and distribution centers that generate more than 100 truck trips per day. Our model estimates that no uses in the Specific Plan area reach that threshold of trips.

Sources: Los Angeles County Assessor, SCAG, Nelson\Nygaard

Freight Trips per Day



FREIGHT FREQUENCY

Specific LU	USGBC Category	SF per Employee	HDT Calc Category	Light HDT Trip Rate	Med HDT Trip Rate	Heavy HDT Trip Rate	Qualitative	Notes/LU Specific Assumptions
Auto, Recreation Equipment, Construction Equipment Sale	Retail or service (e.g., finan	600	N/A	#N/A	#N/A	#N/A	Low	Assume auto repair shots; Aerials show passenger vehicles in lots; Likely negligible truck traffic if present; Employee counts not generated in calculation sheet.
Bank, Savings and Loan	Retail or service (e.g., finan	600	N/A	#N/A	#N/A	#N/A	None	Assume no truck traffic goes to these locations; Employee counts not generated in calculation sheet.
Church	N/A	#N/A	N/A	#N/A	#N/A	#N/A	None	Assumes negligible employment and no freight trip generation; Employee counts not generated in calculation sheet.
Commercial	Retail, general	550	Retail	0.0663	0.0662	0.0703	Low	
Double, Duplex, or Two Units	N/A	#N/A	Households	0.0147	0.0046	0.0072	None	Assumes no jobs in residential parcels.
Food Processing Plant	Warehouse, storage	20000	Agriculture/Mining/Construction	0.0804	0.0778	0.0715	Med	Assumes largely automated process results in employee spacing similar to storage facilities
Government Owned Property	General office	250	Government	0.0296	0.015	0.0148	None	
Heavy Manufacturing	Warehouse, storage	20000	Manufacturing	0.0613	0.0655	0.0924	Med	Assumes largely automated process results in employee spacing similar to storage facilities
Industrial	Warehouse, storage	20000	General Warehousing	0.161	0.185	0.327	Med	Assumes largely automated process results in employee spacing similar to storage facilities
Light Manufacturing	Warehouse, distribution	2500	Manufacturing	0.0613	0.0655	0.0924	Med	Assumes light manufacturing requires more employees for more tactile production
Mineral Processing	Warehouse, storage	20000	Agriculture/Mining/Construction	0.0804	0.0778	0.0715	High	Assumes largely automated process results in employee spacing similar to storage facilities
Office Building	General office	250	Other	0.0095	0.0111	0.0151	None	
Open Storage	Warehouse, storage	20000	General Warehousing	0.161	0.185	0.327	Low	
Parking Lot (Commercial Use Property)	N/A	#N/A	N/A	#N/A	#N/A	#N/A	None	Parking lots serve the adjacent properties. No calculations for this use to avoid double counting
Parking Lot (Industrial Use Property)	N/A	#N/A	N/A	#N/A	#N/A	#N/A	None	Parking lots serve the adjacent properties. No calculations for this use to avoid double counting
Professional Building	Retail or service (e.g., finan	600	Other	0.0095	0.0111	0.0151	Low	
Restaurant, Cocktail Lounge	Restaurant	435	Retail	0.0663	0.0662	0.0703	Low	
Service Station	Retail, general	550	Retail	0.0663	0.0662	0.0703	None	
Single Family Residence	N/A	#N/A	Households	0.0147	0.0046	0.0072	None	Assumes no jobs in residential parcels.
Store	Retail, general	550	Retail	0.0663	0.0662	0.0703	Low	
Store Combination	Retail, general	550	Retail	0.0663	0.0662	0.0703	Low	
Supermarket	Grocery store	550	Retail	0.0663	0.0662	0.0703	Low	
Utility	N/A	#N/A	N/A	#N/A	#N/A	#N/A	None	Does not include parcels
Warehousing, Distribution, Storage	Warehouse, distribution	2500	General Warehousing	0.161	0.185	0.327	High	
Warehousing, Distribution, Storage_V2	Warehouse, storage	20000	High Cube Warehousing	0.184	0.211	0.372	High	For V2 Calc; Assume USGBC "Warehouse, Storage" due to high automation; Applied only to SQFT > 20,000 identified as "Warehousing, Distribution, Over 50,000 SF" in "Specific_1" attribute. Applied Manually

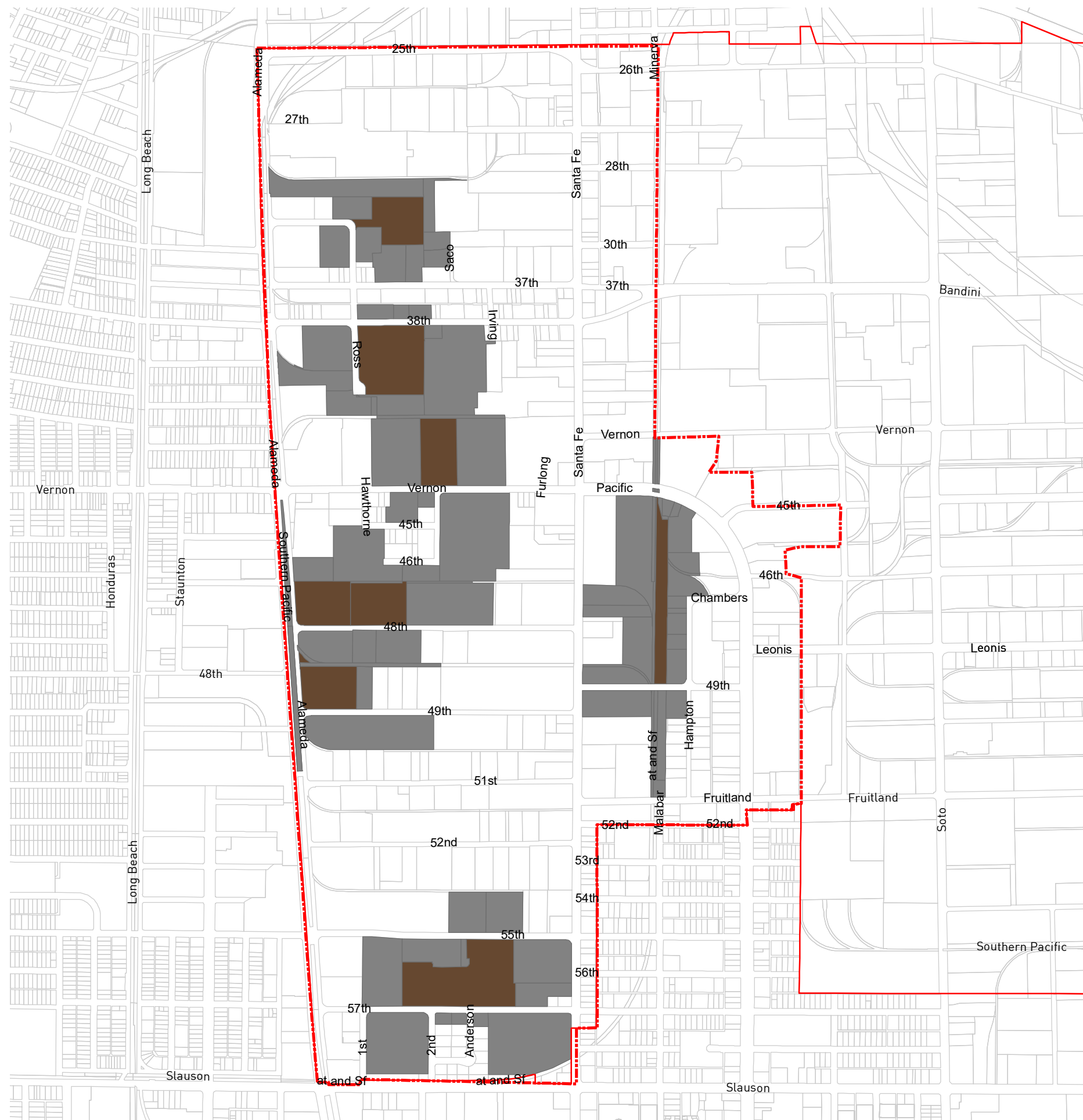
FREIGHT FREQUENCY

Here, uses which generate over 50 truck trips per day were mapped and adjacent parcels (parcels within 75 feet) identified in order to see parcels that may be less suitable for development because of proximity to high freight volumes. The majority of the study area is not within a buffer to a high truck traffic parcel.

Legend

Freight Classification

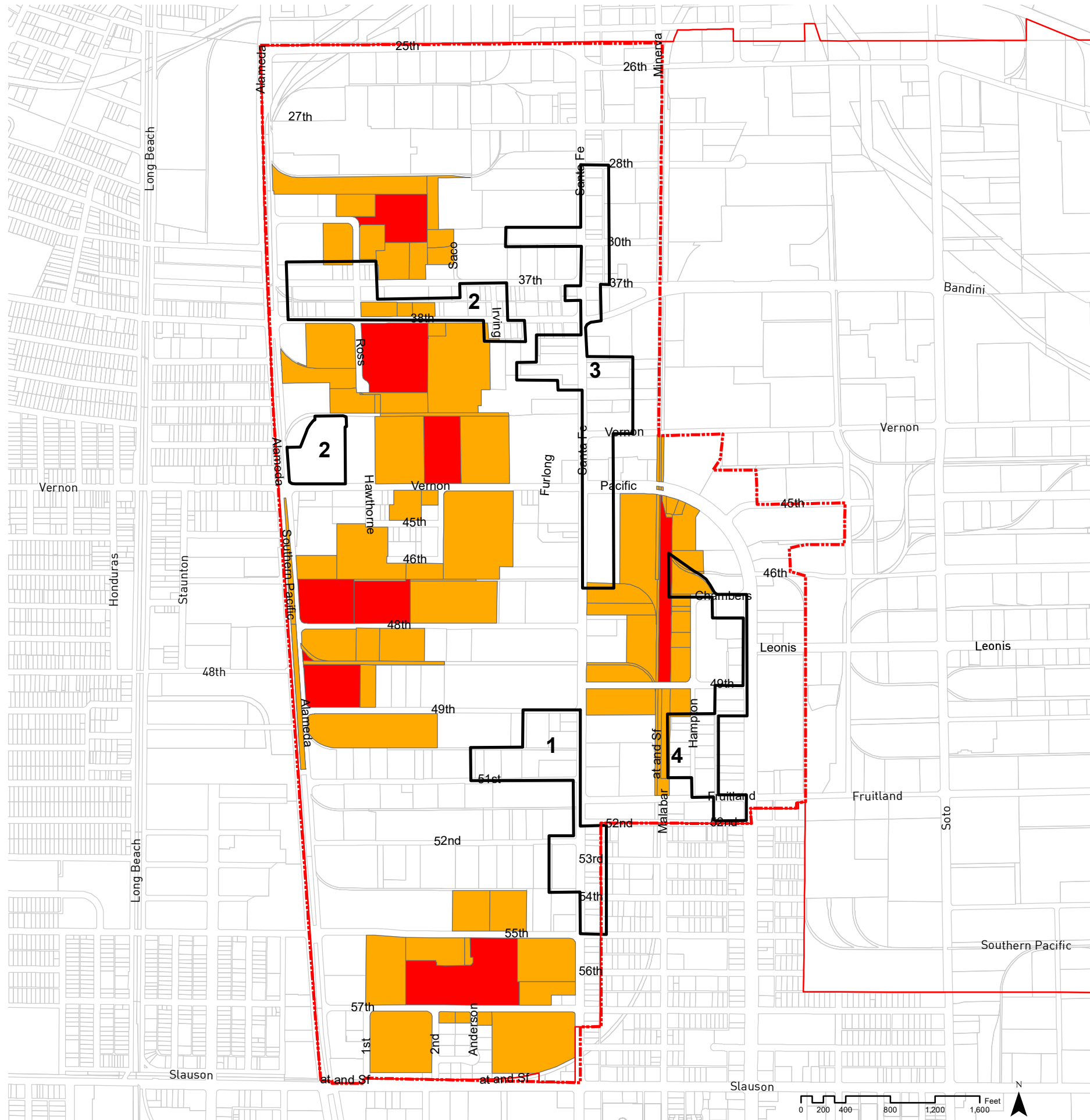
- Heavy Frequency (over 50 trips per day)
- Heavy Frequency Adjacent (or within 75')



FREIGHT FREQUENCY

High truck trip generating parcels are classified as 'Not Suitable' while adjacent parcels are classified as 'Potentially Suitable.' Many of these parcels are located toward the Alameda (western) side of the study area, indicating an opportunity to focus truck traffic on Alameda East.

Though the building asset clusters 1 and 3 are currently impacted heavily by through truck traffic on Santa Fe Ave, most of the parcels within building asset clusters are not adjacent to a high generating use and are therefore suitable for development from this perspective with freight rerouting.



Legend

□ Vernon_SP_Redevelopment_Clusters

Redevelopment Suitability

■ Not Suitable (Heavy Frequency)

■ Potentially Suitable (Heavy Frequency Adjacent)

AIR QUALITY RISKS

One factor in determining healthy communities is the quality of the air. South Coast Air Quality Management's MATES-IV study evaluated the underlying cancer risk across the South Coast Air Basin, which includes the City of Vernon. As designated in orange on the map, the areas with lower cancer risks are in the western portion of the City, the south west portion between 1st and State Street, and the southeastern section that banks the Los Angeles River. In addition, the map highlights railyards and freeways within and surrounding the City. The California Air Resources Board (CARB) recommends avoiding siting sensitive receptors within 500 feet of freeways and 1,000 feet of railyards. Finally, the map demonstrates the areas of the City that are zoned for meat rendering plants. These plants produce hydrogen sulfide, ammonia, and other odor causing agents that can be carried depending on wind direction. In Los Angeles County, wind typically travels from the west to the east. As a result, odors and pollutants are typically carried across the City to the east. However, under Santa Ana wind conditions, wind travels in the opposite direction. Under these conditions, pollutants and odors will travel to the west.



Legend

- Railyards
- Rail lines
- updatedhighwaybuffer_Clip
- Areas Zoned for Meat Refining
- VernonHighways
- Buffer Around Highways (500 Feet)
- Vernon_City_Roads
- Cancer Risk Level**
- Below City Cancer Risk (< 1,651 chances in one million)
- Above City Cancer Risk (>1,651 chances in one million)

AIR QUALITY RISKS

Specifics	Specific_1	Pollutant Type of Concern	Specific Land Use Types Based on Google Maps	Specific Pollutant	Level of Concern per Pollutant	General Level of Concern per Zone	Buffer Distance Recommended (feet)	Buffer Distances Recommended from CARB or SCAQMD	Notes
		None	Commercial Space	-	-	none	0	-	The land uses on these zoned areas are commercial with Jersey Mikes and other food service places.
	Private Rural Pumping Plant (unavailable)	None	-	-	-	none	0	-	-
	Auto, Recreation Equipment, Construction Equipment Sales and Service	Air Quality	-	VOCs; particulate matter; HAPs	low; low; low	low	0	-	In auto body shops, VOCs and HAPs are released from solvent cleaners and paint use. Particulate matter is released from sanding operations. USEPA includes the following guidance to reduce these emissions https://archive.epa.gov/airquality/community/web/html/autobody_shops.html . The application of these measures will reduce the emissions of VOCs, PM, and HAPs to low levels of concern.
	Auto, Recreation Equipment, Construction Equipment Sales and Service	Air Quality	-	VOCs; PM; HAPs	low; low; low	low	0	-	In auto body shops, VOCs and HAPs are released from solvent cleaners and paint use. Particulate matter is released from sanding operations. USEPA includes the following guidance to reduce these emissions https://archive.epa.gov/airquality/community/web/html/autobody_shops.html . The application of these measures will reduce the emissions of VOCs, PM, and HAPs to low levels of concern.
	Auto, Recreation Equipment, Construction Equipment Sales and Service	None	-	-	-	none	0	-	-
	Bank, Savings and Loan	None	-	-	-	none	0	-	-
	Church	None	-	-	-	none	0	-	-
	Commercial	None	-	-	-	none	0	-	-
	Commercial	Miscellaneous Commercial	-	-	-	none	0	-	Few commercial areas zoned within the City. According to Google Maps, uses include a home goods store, paved lot, and a welding store.
	Double, Duplex, or Two Units	4 Stories or Less	-	-	-	none	0	-	Few commercial areas zoned within the City. According to Google Maps, uses include a home goods store, paved lot, and a welding store.
	Food Processing Plant	Beverage	-	VOC; PM; Nox	low; medium; medium	medium	100	-	Pacific Snapple, 7Up, and Dr. Pepper. Particulate matter will be generated from diesel trucks to and from the sites.
	Food Processing Plant	Meat	-	hydrogen sulfide; ammonia	high; high	high	250	-	Largest source of odor will come from the FIVE inedible rendering facilities in the city. SCAQMD Rule 415 developed for these plants.
	Food Processing Plant	Other	-	PM; VOC	medium; low	medium	100	-	Particulate Matter may occur from solids handling, solids size reduction, fruit drying, VOC and PM may be produced during thermal processing steps.
	Government Owned Property	None	-	-	-	none	0	-	-
	Government Owned Property	Government Services	-	-	-	none	0	-	-
	Government Owned Property	Miscellaneous	-	-	-	none	0	-	-
	Government Owned Property	Rights of Way	-	Fire Station	-	none	0	-	-
	Heavy Manufacturing	Air Quality/Health Risk/Odor	Waste/Recycling; Food Distribution; Manufacturing; Paper	NOx; SOx; CO; formadehyde; ammonia; hydrocarbons	medium	medium	100	-	Emissions resulting from trucks to and from the project site.
	Heavy Manufacturing	(unavailable)	Waste/Recycling; Food Distribution; Manufacturing; Paper	NOx; SOx; CO; formadehyde; ammonia; hydrocarbons	medium	medium	100	-	-
	Industrial	Air Quality	-	NOx; PM; CO; SOx	high; high; low; low	high	250	-	Nox and Particulate Matter will likely be generated by most industrial processes. The other air pollutants (CO, SOx, and others) will generally depend on the type of process on site.
	Industrial	Miscellaneous Industrial	Railroads, medical waste facilities, and warehouses.	NOx; PM; CO; SOx	high; high; low; low	high	250	-	Nox and Particulate Matter will likely be generated by most industrial processes. The other air pollutants (CO, SOx, and others) will generally depend on the type of process on site.
	Light Manufacturing	Air Quality	-	HAPs; NOx	low; medium	medium	100	-	The pollutant would be dependent on the type of manufacturing. Aluminum, iron, and steel manufacturing have national emissions standards for HAPs. Light manufacturing may also have heavy-duty diesel truck trips associated with the land use that results in NOx emissions
	Light Manufacturing	Wireless Communication Tower	-	-	-	none	0	-	-
	Lumber Yard	Air Quality	-	HAPs, including formaldehyde	low	low	0	-	This zone contains lumber yard that sells plywood and offers lumber milling. Formaldehyde dissipates quickly in open air.
	Mineral Processing	Air Quality/Health Risk	Petroleum, Cement, Gravel Facilities.	R SO2; Nox; PM; CO; V high	high	high	250	-	-
	Mineral Processing	Cement, Rock and Gravel Plant	Cement, Rock, and Gravel Facilities.	SO2; Nox; PM; CO; VOC	high; high; high	high	250	No specific buffer required, but MERV filters recommended by the SCAQMD for the Ready Mix Cement Plant located next to a high school.	According to the USEPA, the cement sector is the third largest industrial source of pollution. Most emissions come from fugitive dust. Emissions can be suppressed through a variety of measures including soil stabilizers, wet suppression, windbreaks, enclosure, reducing freefall distances.
	Mineral Processing	Petroleum Refinery, Chemical Plant	Petroleum, Chemical Plant	Benzene; HAPs	high; high	high	250	Avoid siting sensitive receptors immediately downwind of petroleum refineries	-
	Office Building	None	-	-	-	none	0	-	-
	Open Storage	None	-	-	-	none	0	-	-
	Open Storage	Trucking Company, Terminal	-	DPM	low	low	0	-	Heavy duty trucks entering or exiting the site will generate DPM emissions which can result in a health risk impact to nearby sensitive receptors.
	Parking Lot (Commercial Use Property)	None	-	-	-	none	0	-	-
	Parking Lot (Industrial Use Property)	None	-	-	-	none	0	-	-
	Professional Building	None	-	-	-	none	0	-	-
	Professional Building	Medical Dental Building	-	-	-	none	0	-	-
	Restaurant, Cocktail Lounge	Fast Food - Walk Up	-	VOC	low	low	0	-	VOC emissions associated with cooking.
	Restaurant, Cocktail Lounge	Restaurant, Cocktail Lounge, Tavern	-	VOC	low	low	0	-	VOC emissions associated with cooking.
	Rights of Way	None	-	-	-	none	0	-	Railroad runs through this zone
	Service Station	Full Service	-	Benzene; HAPs	high; medium	medium	50	50 foot buffer (300 feet for any large gas station with a throughput of at least 3.6 million gallons per year)	-
	Service Station	Self Service	-	Benzene; HAPs	high; medium	medium	50	50 foot buffer (300 feet for any large gas station with a throughput of at least 3.6 million gallons per year)	-
	Single Family Residence	None	-	-	-	none	0	-	-
	Store	None	-	-	-	none	0	-	-
	Store Combination	Store and Office Combination	-	-	-	none	0	-	-
	Store Combination	Store and Residential Combination	-	-	-	none	0	-	-
	Supermarket	Supermarket - 6,000 SF through 11,999	-	-	-	none	0	-	-
	Utility	Air Quality	Railroad	Particulate Matter; NOx	high; high	high	1,000	1,000 foot buffer between Rail Yards and sensitive receptors	This ONLY applies to rail yards, other utilities do not require buffer
	Warehousing, Distribution, Storage	Public Storage - Mini Warehouse	-	-	-	none	0	-	-
	Warehousing, Distribution, Storage	Warehousing, Distribution, 10,000 to 24,999 SF	-	NOx; DPM	low	low	0	per CARB, avoid siting sensitive receptors within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 TRU trucks per day, or where TRU unit operations exceed 300 hours per week	Emissions associated with diesel truck traffic. Majority of warehouses of this size do not generate 100 truck trips per day.
	Warehousing, Distribution, Storage	Warehousing, Distribution, 25,000 to 50,000 SF	-	NOx; DPM	high; high	high	500*	per CARB, avoid siting sensitive receptors within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 TRU trucks per day, or where TRU unit operations exceed 300 hours per week	Emissions associated with diesel truck traffic
	Warehousing, Distribution, Storage	Warehousing, Distribution, Over 50,000 SF	-	NOx; DPM	high	high	500*	per CARB, avoid siting sensitive receptors within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 TRU trucks per day, or where TRU unit operations exceed 300 hours per week	Emissions associated with diesel truck traffic.
	Warehousing, Distribution, Storage	Warehousing, Distribution, Under 10,000 SF	-	NOx; DPM	low	low	0	per CARB, avoid siting sensitive receptors within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 TRU trucks per day, or where TRU unit operations exceed 300 hours per week	Emissions associated with diesel truck traffic. Majority of warehouses of this size do not generate 100 truck trips per day.
	Warehousing, Distribution, Storage	Wireless Communication Tower	-	-	-	none	0	-	-

*CARB recommends 1,000 feet buffers from warehouses with over 100 truck trips per day. However, due to the large amount of high volume warehouses within the City, a 1,000 foot barrier around would eliminate any habitable space within the City. According to CARB, DPM emissions are a function of distance and generally the risk is substantially reduced at 500 feet. Therefore, we recommend the City implement a 500 foot buffer from these warehouses.

AIR QUALITY RISKS

The table on page 63 identifies the different air pollutants that are typically generated by different types of industrial businesses and land uses, and an overall level of concern is established for each. Odor-generating uses are also identified on page 63.









Many of the air pollutants identified on the table and mapped here are as a result of truck traffic; high levels of concern are found in the northwest portion of the planning area and in the southern portion of the area. Smaller parcels tend to contain lower levels of concern than larger ones.

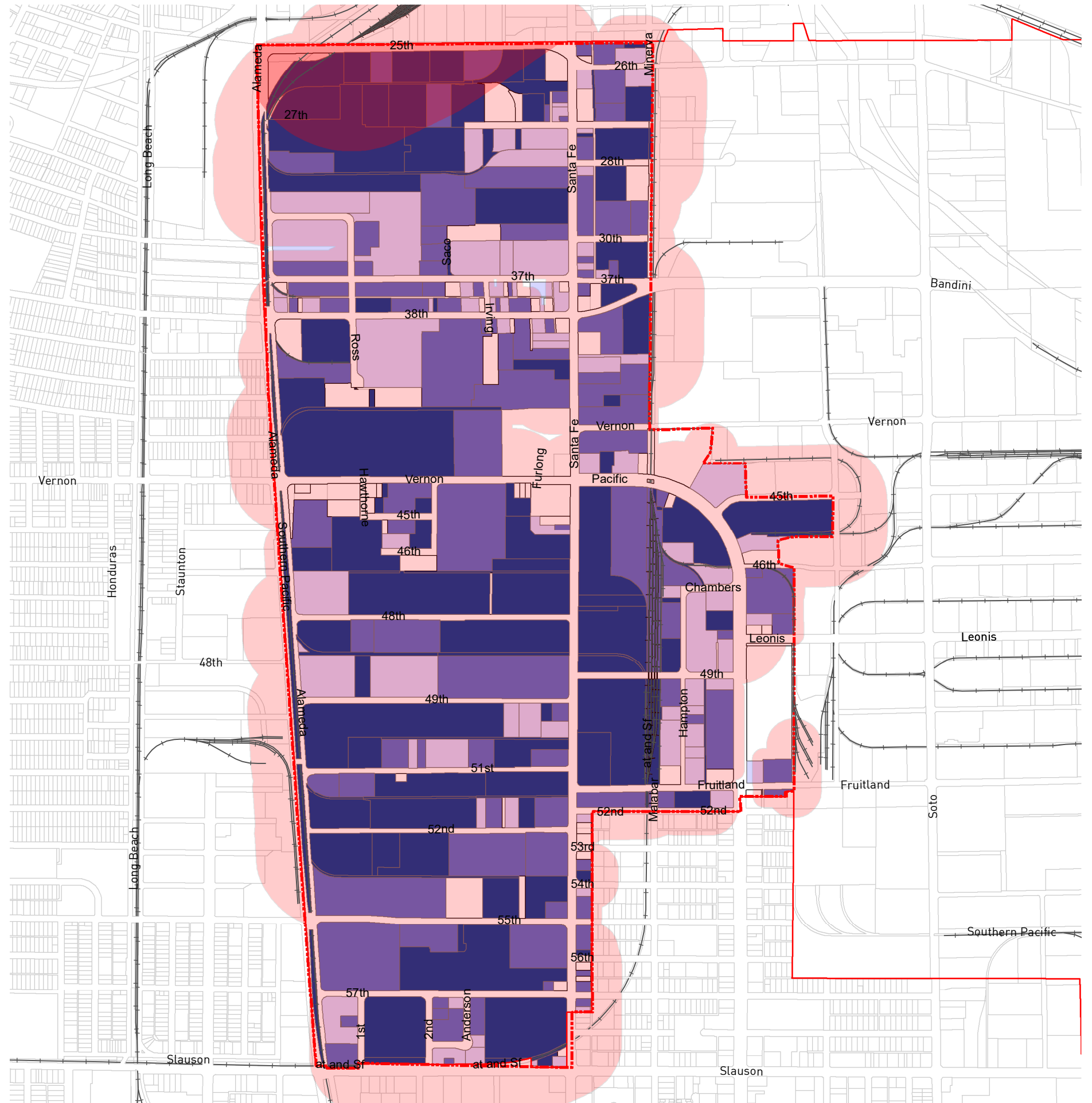
The table on page 63 also identifies some internally recommended buffer distances for sensitive uses. Nearly the entire study area falls within the buffers from some existing use. 1,000 foot buffers from rail yards are recommended by CARB; however, no such buffer is shown around Malabar Yard, as it is primarily used for parking and will have low rail traffic.

Given land constraints typical of the Los Angeles metropolitan region, however, sensitive uses can be built within recommended buffers when special design considerations are taken into account.

Sources: Los Angeles County Assessor, Impact Sciences, The Arroyo Group

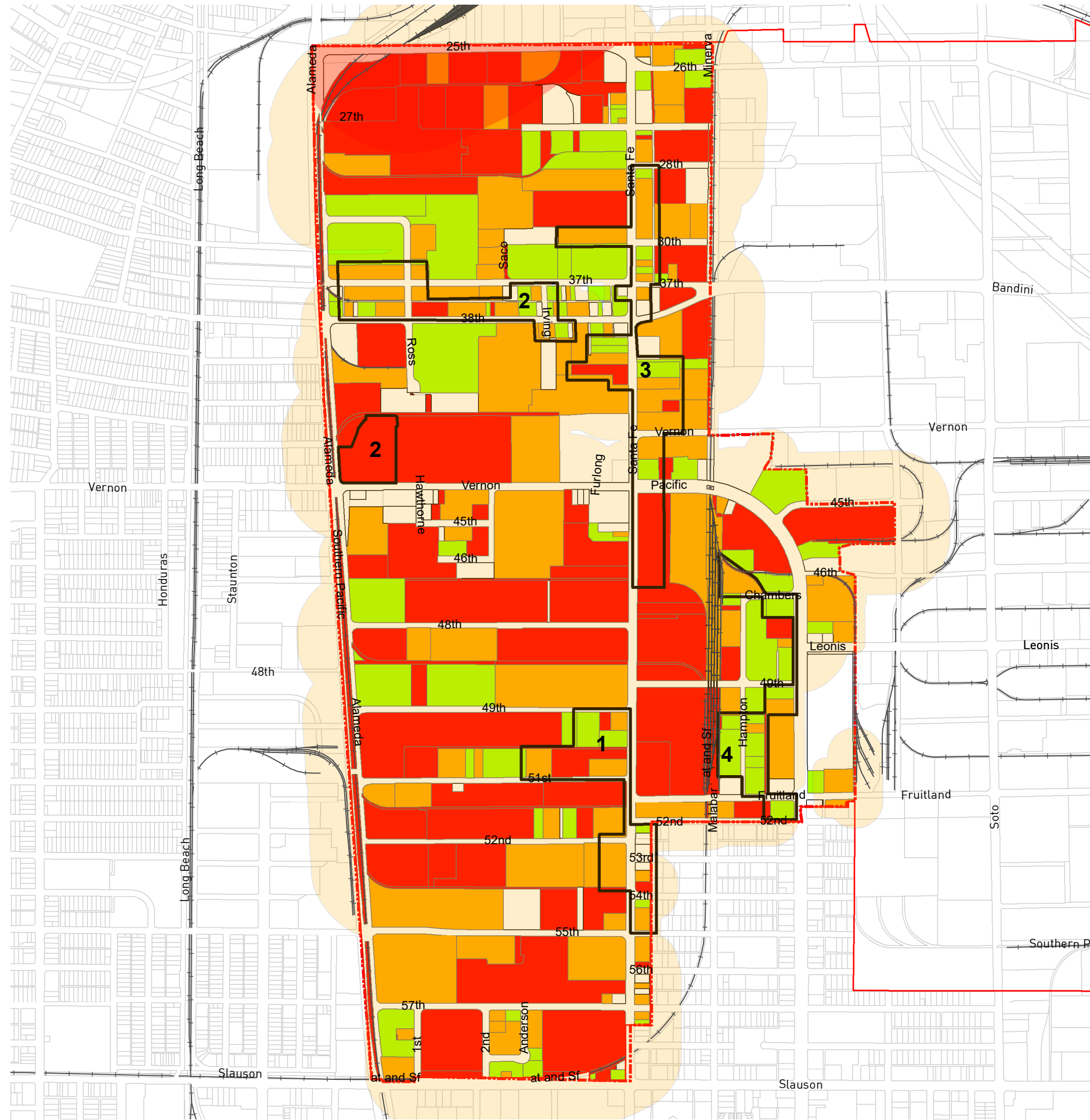
Legend

-  Rail lines
 -  Buffer_1000f
 -  Buffer Around Land Uses (Varies, See Table)
 -  Railyards
- General Level of Concern per Land Use Type**
-  No Data
 -  Low Contamination
 -  Medium Contamination
 -  High Contamination



AIR QUALITY RISKS

Parcels estimated to have a high level of concern are classified as 'Not Suitable,' while those that have a medium level of concern are classified as 'Potentially Suitable' and those that have a low level of concern are classified as 'Suitable.'



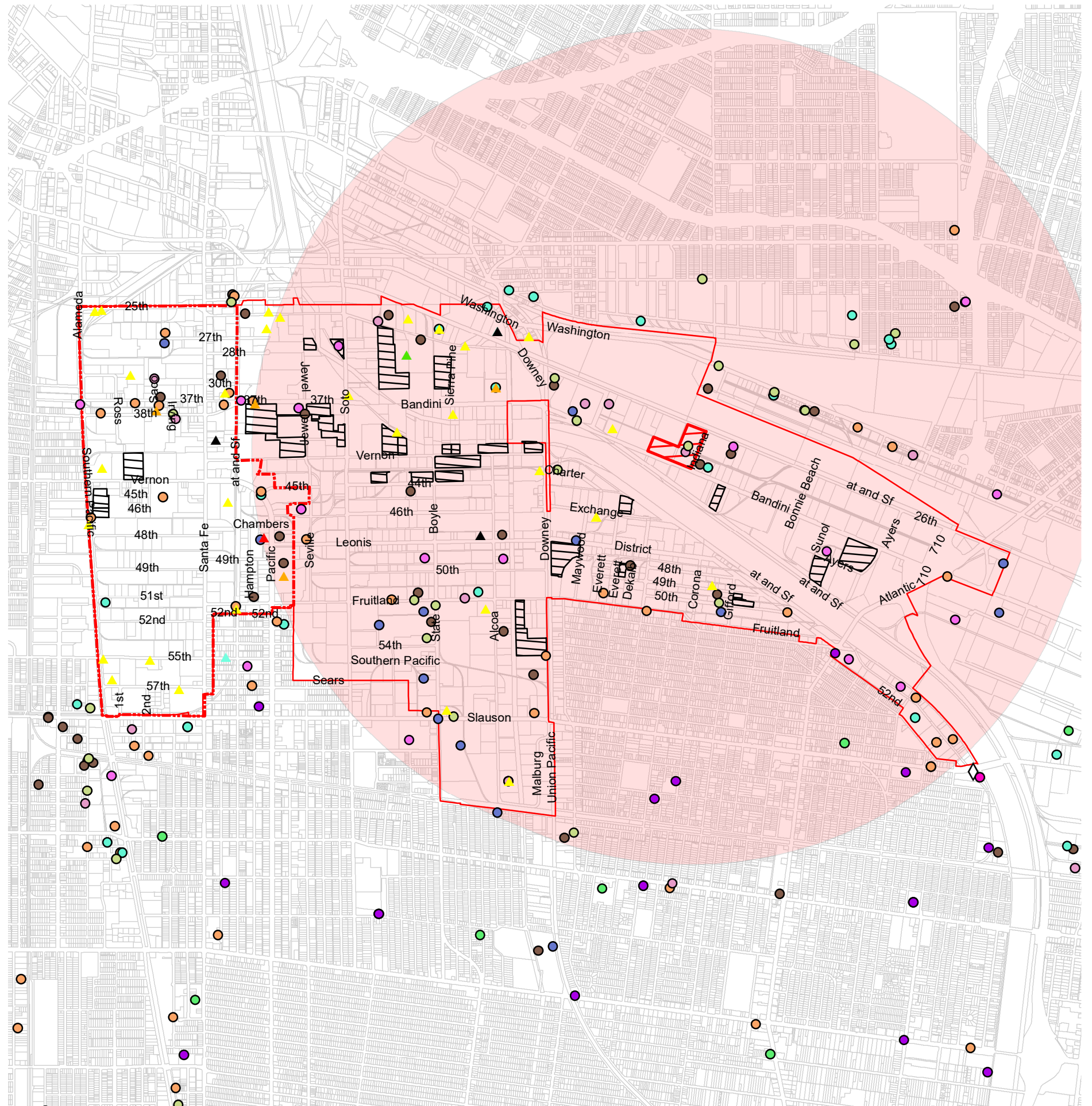
Legend

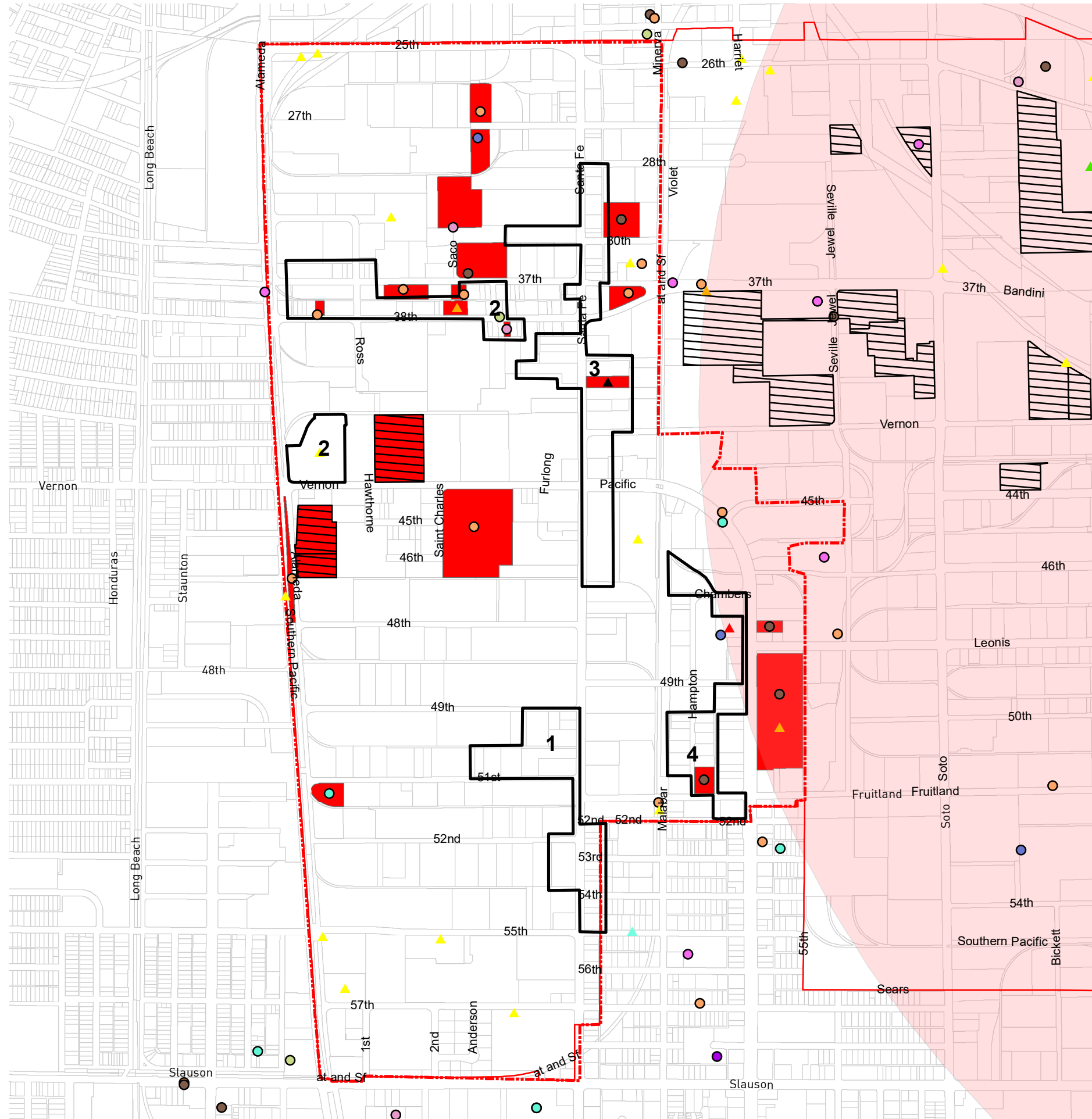
- Rail lines
- Buffer_1000f
- Buffer Around Land Uses (Varies, See Table)
- Vernon_SP_Redevelopment_Clusters
- Railyards
- Redevelopment Suitability**
- No Data
- Suitable (Low Contamination)
- Potentially Suitable (Medium Contamination)
- Not Suitable (High Contamination)

SOIL CONTAMINATION RISKS

Legend

- STATUS**
- ▲ COMPLETED - CASE CLOSED
 - ▲ COMPLETED - CASE CLOSED - LAND USE RESTRICTIONS
 - ▲ HISTORICAL - WDR
 - ▲ OPEN - ASSESSMENT & INTERIM REMEDIAL
 - ▲ OPEN - INACTIVE
 - ▲ OPEN - SITE
- site_type**
- Calmortgage
 - Corrective Action
 - Evaluation
 - Federal Superfund
 - Historical
 - Military Evaluation
 - School Cleanup
 - School Investigation
 - State Response
 - Tiered Permit
 - Voluntary Cleanup
 - ◇ Superfund Sites
 - ▭ Companies with Regulated Substances Exceeding Threshold Quantities California Accidental Release Prevention (CalARP) Program
 - ▭ Former Exide Site
 - ▭ Exide Site Buffer (1.7 miles)





SOIL CONTAMINATION RISKS

This map shows information from a variety of existing databases about identified contaminated sites. As a city with a 100-year-long industrial history, however, we presume that many sites in Vernon will have soil cleanup issues which will need to be addressed during new development.

Developments will in general have to undergo Phase 1 Environmental Site Analyses as a part of their environmental clearance process, leading to a Phase 2 and/or 3 analysis if warranted. Parcels classified as 'Not Suitable' by this analysis are not undevelopable, but rather it indicates the need for significant environmental site analysis in order to determine the appropriate level of remediation required.

Sources: Geotracker, Envirostor, Department of Toxic Substances Control, City of Vernon